

April, 1958

50 cents

**NFI Keeps Eyes
On Geneva ... p7**

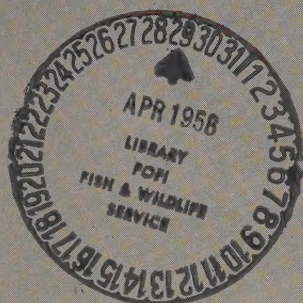
**Tuna Auction at
New High p9**

PACIFIC FISHERMAN

P. 40

A

**San Francisco
"Clipper"**



TRADITIONAL FISHING VESSEL of San Francisco and Monterey, Calif., is this clipper-bowed combination craft reminiscent of the Adriatic Sea, gradually becoming rare even among Central California fishermen of Italian ancestry.

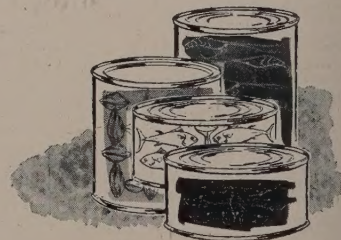




How fish packers benefit from Continental's
COMPLETE FISH CAN SERVICE

Precision-made cans are just the beginning of Continental's complete fish can service. Of course, we're ready to supply all the cans you need, exactly when you need them. You can be sure of fast delivery, no matter what you pack.

In addition, Continental's complete fish can service speeds and smooths your entire packing operation. If you have a packing problem, individualized research and engineering assistance from Continental experts will help you solve it. And you can rely on Continental for the newest improvements in fish cans and packing methods. At Continental's new Chicago Research and Development Center, the most modern scientific facilities are being used to perfect new and better ways to pack fish. Get all the benefits of Continental's *complete* fish can service. Call soon.



CONTINENTAL  **CAN COMPANY**

Russ Building, San Francisco 4 • 1120 Wilshire Boulevard, Los Angeles 17
Yeon Building, Portland 4 • Skinner Building, Seattle 8

EDITORIAL STAFF

DeWITT GILBERT Editor
STUART F. LEETE Associate Editor
CHARLES L. SHAW Canadian Editor
RAUL RODRIGUEZ Associate Editor
CHARLES CISSNA Northwest Field Editor
MRS. R. L. GILL Editorial Secretary

BUSINESS STAFF

CARLTON L. HILLYARD Sales Manager
A. W. PONSFORD Southwest Manager
CHARLES C. BAAKE Circulation Manager
MRS. M. T. WILSON Production Manager

PUBLISHING OFFICE

Portland 5, Ore.
731 S.W. Oak Street CA 2-1314

EDITORIAL AND ADVERTISING OFFICE

Seattle 4, Wash.
71 Columbia St. MA 2-1626

OTHER OFFICES

San Francisco 5, Calif. S. F. Leete
500 Howard St. EX 7-1881
Los Angeles 65, Calif. Raul Rodriguez
3501 Eagle Rock Blvd. CL 5-7194
Wilmington, Calif. Raul Rodriguez
315 No. Avelon TE 4-4538
Vancouver, B.C. C. L. Shaw
402 West Pender St. MU 5-7287
New York 17, N.Y. Miss W. Jaeger
370 Lexington Ave. MU 3-9294
Chicago 26, Ill. Mrs. G. W. Castagna
1791 Howard St. RO 4-3420
Cleveland 3, Ohio
4500 Euclid Ave. EX 1-4180

PACIFIC FISHERMAN (with which is combined Pan-American Fisherman). Published monthly except January when publication is semi-monthly, by Miller Freeman Publications, at 731 S.W. Oak St., Portland 5, Ore., under Act of March 3, 1879.



SUBSCRIPTION RATES: U.S., Canada, & Latin America, one year—\$3, two years—\$5, three years—\$7. Other countries: one year—\$4. Single copy, 50c, except Yearbook Number, \$1.

CHANGE OF ADDRESS—Send subscription orders and change of address to Subscription Department, PACIFIC FISHERMAN, 500 Howard St., San Francisco 5, Calif. Include both old and new addresses and zone number.

ADVERTISING: Complete plates only should be sent to PACIFIC FISHERMAN, 235 N. W. Park Ave., Portland 9, Ore. . . . Advertising copy and cuts, instructions and insertion orders should be sent to the Seattle office.



A MILLER FREEMAN PUBLICATION

OFFICERS

WM. B. FREEMAN President
LAWRENCE K. SMITH Vice-President
EDGAR P. HOENER Vice-President
MILLER FREEMAN JR. Secretary-Treasurer

POSTMASTER:

Please send Notice 3579 to PACIFIC FISHERMAN, 500 Howard St., San Francisco 5, Calif.

Table of Contents

N.F.I. Keeps Eyes on Geneva . . .	7	Cartelization Castigated	28
Tuna Auction Price at New High . .	9	The World's Line Fisheries	38
Measuring Ocean Mortality	12	Cutting Confirms 1957 Quality . . .	43
N.F.I. and Pacific Fisheries	15	Shrimping Looks at Itself	47

12-Mile Limit Threat Looses Bitter Protest

● Protest erupted from the fishing ports of the Pacific Northwest states just at presstime of this issue when the news trickled down from Geneva that the United States delegation to the Law of the Sea Conference was on the point of accepting the Canadian proposal that jurisdiction over fisheries extend to 12 miles from the coast, while retaining the traditional three-mile-limit for military security purposes.

Although Ottawa has promised that Canadian waters to 12 miles will not be closed to foreign fleets which have fished within this limit historically, American trollers, trawlers, halibut and crab fishermen feel sure that if the 12-mile line is written into the Law of the Sea it will mean eventually that they will be excluded from waters where they long have fished in Hecate Strait and off Vancouver Island.

Much will depend upon Canadian interpretation, of course, but if the 12-mile limit is accepted at Geneva there will be strong political pressure in British Columbia to raise it against all who are not Canadian.

Possibility that the Canadian government would apply the measure of its territorial waters outside a baseline drawn from point-to-point, rather than following the coast, raised a further concern for American fishermen.

● Why should the delegation of the United States, which has strongly supported the three-mile limit, apparently agree to the Canadians' 12-mile proposal for fisheries?

The answer apparently is that the delegation found a compromise necessary to protect the 3-mile limit for

security purposes. In short, the interests of the fisheries of New England, the Gulf of Mexico and some of those of the Pacific Northwest apparently are being sacrificed to support the Navy's position.

American trawlers, trollers and halibut fishermen would be most seriously affected on this coast, but there would appear to be a good chance of some sort of reciprocal agreement on halibut fishing, for the Canadians take about half of their catch off the Alaska coast. A 12-mile limit applied in Area 3 would appear almost prohibitive against the Canadians in waters where last year they took 42% of their total catch.

● Word that the American delegation might accept a 12-mile limit for fisheries loosed a burst of protest from the trawlers' Fishermen's Marketing Association and Northwest Trawlers' Association; the trollers' Fishermen's Cooperative Association; halibuters' Fishing Vessel Owners Association and Deep Sea Fishermen's Union; purse seiners' Fishermen & Allied Workers Union and Purse Seine Vessel Owners Association; Halibut Producers Cooperative; Alaska Fishermen's Union; Washington Trolling Industry; the Washington State Department of Fisheries, and others.

D. L. Alverson, trawl biologist of the Washington fisheries department, and George Johansen, secretary of the Alaska Fishermen's Union, which represents the trawl fishermen, rushed to Washington to acquaint Congress and the Department of State with the extent of the damage to American industry threatened by the Geneva development.

Where performance is the measure

F-M Power is the standard

NEW TUG MALIE



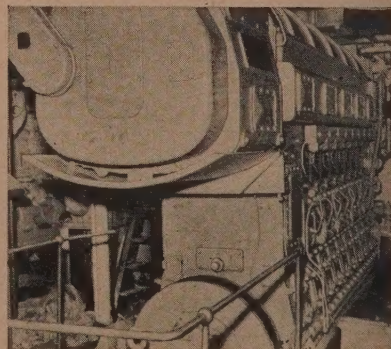
Tug *Malie*, designed by Carl J. Nordstrom, naval architect; built by Albina Engine & Machine Works, Portland, Oregon.

Newest in the Oahu Railway Fleet of Fairbanks-Morse Powered Tugs

One of the biggest vessels built on this Pacific Coast in the past year, the *Malie* is powered by an 8-cylinder Model 38D Fairbanks-Morse direct-reversing marine Opposed-Piston diesel.

Her successful trials show that she has the power, speed and maneuverability to handle the larger ships that now call on Hawaiian ports. Top speed of 13 knots marks the *Malie* as a top performer for her other duties of big-barge towing between Honolulu and Molokai.

Compact power. Speed and maneuverability. Proved low maintenance. These are the design requirements fulfilled in more and more vessels today in all waters—by the most modern of marine diesel engines, the Fairbanks-Morse Opposed-Piston diesel. Determine what O-P performance from 300 to 3000 hp. can do for the vessel you own or are building. Write: Fairbanks, Morse & Co., Chicago 5, Illinois.



Compact, 8-cylinder Model 38D direct-reversible marine O-P provides 1280 hp. of responsive power for the new tug *Malie* of the Oahu Railway fleet.



FAIRBANKS-MORSE

a name worth remembering when you want the BEST

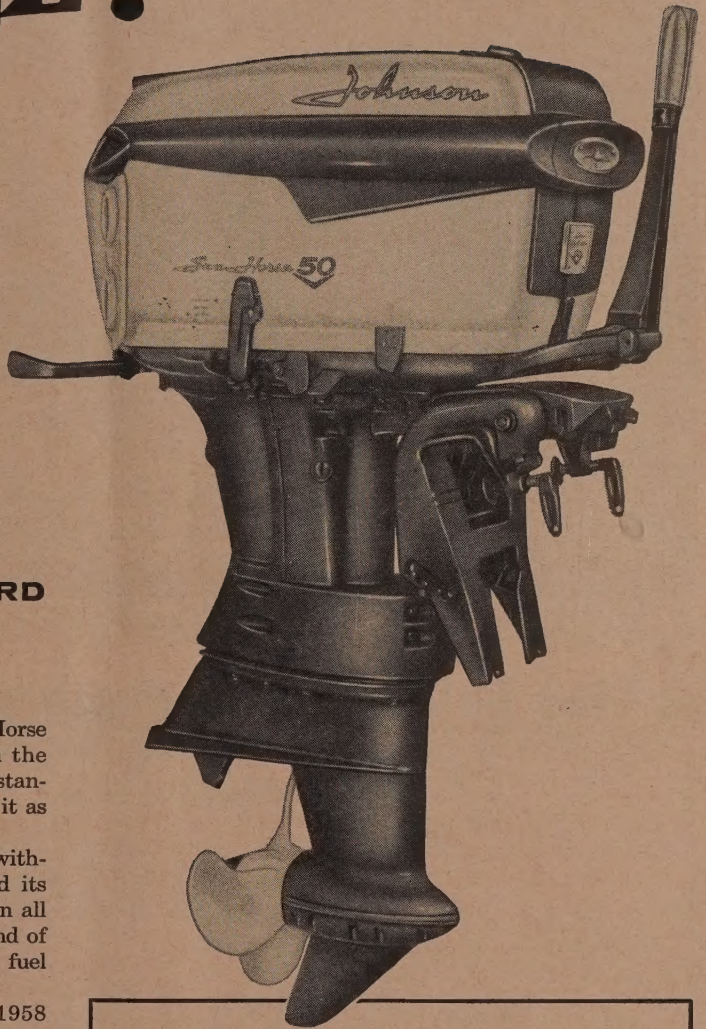
DIESEL AND DUAL FUEL ENGINES • DIESEL LOCOMOTIVES • RAIL CARS • ELECTRICAL MACHINERY • PUMPS • SCALES • HOME WATER SERVICE EQUIPMENT • MAGNETOS

ALL MUSCLE! NO FUSS!

MEET THE JOHNSON

SEA-HORSE V-50...

WORLD'S FIRST OUTBOARD
V-ENGINE



The biggest loads go quietly before "V" Sea-Horse force. And with good reason. You just open the throttle . . . VOOM. Blazing full thrust is instantaneous. And this first sea-going "V" can take it as well as dish it out!

The V-50 develops its full fifty horsepower without strain, at an engine-saving 4000 rpm. And its huge 70.7 cubic inch displacement lets it loaf on all but the heaviest jobs. What's more, this new kind of Sea-Horse is as efficient as it is effortless, so fuel consumption is surprisingly low.

This same "V" value is all through the 1958 Johnson line. From 3 to 50 hp, from \$160 to \$840, all eleven new Sea-Horses are models of dependability—worth more from take out to trade in. Why don't you go silent partners with a Sea-Horse. Your Johnson dealer's listed under "Outboard Motors" in the Yellow Pages. See him soon. Nearly two million dependable Sea-Horses prove *Johnson knows best*.

FREE 1958 Sea-Horse Catalog! Write: Johnson Motors, 462 Pershing Road, Waukegan, Illinois. (Division of Outboard Marine Corporation. In Canada: manufactured by Johnson Motors, Peterborough, Ontario.)

NEW 4-CYLINDER SEA-HORSE V-50.....\$740

- Whopping 70.7 cubic inch displacement—largest among popular outboards.
- Develops 50 hp at only 4000 rpm—has enormous capacity for load.
- New recirculating water cooling system—maintains ideal block temperature, lengthens engine life. New V-50 can run continuously in the coldest waters.
- New twin-barrel down draft single carburetor—only one high speed carburetor adjustment to make.

Prices f.o.b. factory, subject to change. OBC certified brake hp at 4000 rpm (18s and 35s at 4500).

*First in dependability...
pioneers of the "V" age engine*

Johnson



International
MOLZAPPEL
Paints

Interlux®

BOTTOM PAINTS

INTERNATIONAL PAINT COMPANY, (CALIF.) INC., South Linden Avenue, South San Francisco, California

for holding power and ease of handling

The World's Finest Anchor is a

DANFORTH®



DANFORTH ANCHORS • 2153 ALLSTON WAY • BERKELEY 4, CALIFORNIA

Tender "Viekoda" REPOWERED with Waukeshas



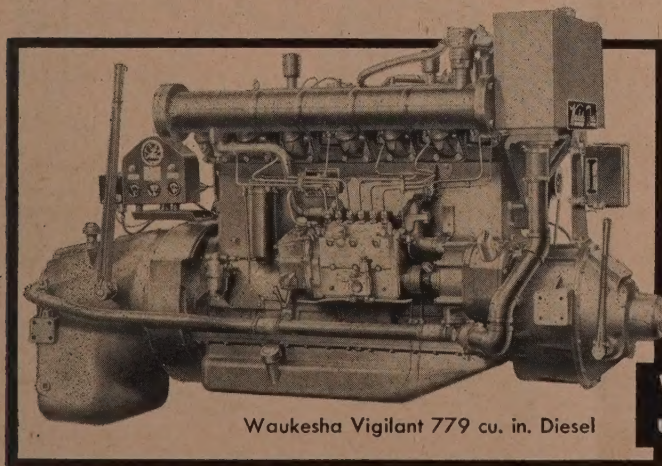
WAUKESHA *Diesels*

● The "Viekoda" is a 72' twin-screw tender with a 24' beam, 5.8' draft, and tonnage of 93 net and 105 gross. It has been repowered by twin Waukesha Vigilant six cylinder Marine Diesels, each with a maximum rating of 150 hp for continuous duty. These engines have 3:1 Twin Disc reduc-

tion gears, Twin Disc power take off and keel cooling; and swing 38 x 23 Coolidge propellers.

Owned and operated by the San Juan Fishing and Packing Company of Seattle, the "Viekoda" is used to remove fish from traps by brailing.

Every power feature that gives long life, low upkeep and operating economy is built into Waukesha Marine Diesels. Designed for continuous operation — sizes: 426 to 5788 cu. in. displ., 100 to 990 maximum horsepower—either turbocharged or normal aspiration. Get descriptive Bulletin 1691. Waukesha Motor Company, Waukesha, Wis. New York • Tulsa • Los Angeles



Waukesha Vigilant 779 cu. in. Diesel

WAUKESHA Marine Diesels
up to 990 hp for continuous duty

359

ON MANY A
CANNER'S COMPASS
 THE NEEDLE
 POINTS TO . . .



Among experienced canners everywhere, Canco's oval trade-mark is the symbol of reliable, complete canning service. They know that . . .

- Canco's many coastal plants and service stations assure prompt delivery of containers.
- Canco offers a quality can for every type of fish product.
- Canco's research program works to improve both fish containers and fish products.

As a further service to its customers, Canco sponsors the top-rated CBS-TV show "DOUGLAS EDWARDS WITH THE NEWS" on Friday nights. Watch this outstanding program regularly. Check your local paper for time and channel.

AMERICAN
 CAN
 COMPANY



N. F. I. Meets in San Francisco With its Eyes on Geneva

● National Fisheries Institute is meeting this month in San Francisco, but the Golden Gate will be sharing its interest and attention with Geneva, Switzerland.

There the plenipotentiaries of 80-odd nations will be putting the finishing touches on documents codifying for the first time in Man's history the International Law of the Sea.

Geneva and International Law may be a long way from San Francisco and the Law of Supply and Demand, which would seem to be a more interesting topic for the N.F.I., but the fish people from every quarter of the country have a vital interest in what is being done at Geneva.

Some—perhaps most of them—prefer that nothing be done at all; because, any definite action inevitably would react to the detriment of an important segment of the national fisheries.

Because of this, N.F.I. members meeting in San Francisco will have half their attention on the reports from Switzerland and the balance on the business of the institute and their own suppliers and customers.

● At least one man, Ross L. Leffler, Assistant Secretary of the Interior, is expected to be back from Geneva to tell the N.F.I. something of what goes on at the foot of the Alps, and to preside at an open meeting of the American Fisheries Advisory Committee.

● Focus of the attention turned toward Geneva falls primarily on the action which the conference may—or may not—take with respect to the width of the territorial sea. In short, under international law, how far from its shores may a coastal nation claim jurisdiction over fisheries? Again, are

the rights of a coastal country paramount on the contiguous sea? And what of the rights of a nation which has fished historically in sea not contiguous to its coast?

Geneva brought out several points of view. Each had proponents, but to time of writing there were no clear indications of what might actually emerge from the meeting.

Some thought it might end in nothing; and it was obvious that such an outcome would be highly satisfying to many.

The Various Views

1. *Three Miles.* This is the traditional viewpoint of the maritime nations. Espoused at Geneva by the United States and supported by such nations as Great Britain, France, Japan, it is the basis most directly satisfying to America's largest fishery, that for tuna.

2. *Three Miles, With "Abstention".* This is a special treatment which sanctions the doctrine established by the International North Pacific Fisheries Convention, reserving in the interest of conservation fully-exploited fisheries which are being studied scientifically and administered under a management program designed to produce a sustained yield. It is of primary interest to the United States' salmon and halibut fisheries.

3. *Twelve Miles for Fisheries; Three Miles for Security.* This is the Canadian proposal, which developed considerable early adherence. There was some indication that the United States might be willing to compromise on this, although such a course would

The United States' Position

● Position of the United States with respect to the Principle of Abstention in any code of International Law of the Sea was made plain by W. C. Herrington, Department of State special assistant for fisheries, in these words:

"My government considers essential . . . a rule regulating the exercise of the freedom to fish in order to encourage states to undertake conservation programs.

"The new element, which has been termed 'abstention,' is a procedure which would provide an incentive to

states to build up, or restore and maintain the productivity of stocks of fish.

"In certain situations the lack of such incentive may well lead to inadequate or in some situations a complete absence of conservation procedures, and thus drastically reduce productivity of stocks of fish."

He then spelled-out the Principle of Abstention as originated in the International North Pacific Fisheries Convention between the United States, Canada and Japan.

be anathema to the shrimp industry, making it doubtful if such an agreement could be ratified in the Senate. Moreover, it would be a crushing blow to New England fishing fleets. Possibility of American acceptance of the Canadian view waxed with the promise that it would not be applied to exclude American fishermen from Hecate Strait; but waned again when James Sinclair, campaigning for reelection to parliament, called for absolute control over all fisheries for 12 miles outside a point-to-point base line.

4. *Two hundred miles, or more if need be.* Chile took the lead in declaring for this concept, to which South American nations are devoted. The arguments are as before, which the United States has consistently rejected. Although in theory the 200-mile concept is poison to the tuna industry, in practice tunamen have found an acceptable means of living with it under a permit program where the fees paid for the privilege of fishing for tuna and bait in claimed waters

are used for scientific research on the species utilized.

5. *Status quo*, the policy which would forsake the objective of codifying international law through the International Law Commission and its parent United Nations; and would let it continue to evolve through the judicial processes of the World Court. Fundamental to such a step of course are international treaties between two or more nations to deal with the problems of shared fisheries in keeping with their conservation and maximum yield which can be sustained from year-to-year.

And Tokyo, Too

- San Francisco will be sharing attention with Tokyo as well as Geneva, for matters of world import in fisheries are developing there, and between Tokyo and Moscow.

When the Japanese finish their talks with the Soviet, will they turn active attention to other questions? Or will they go fishing?

National Fisheries Institute members will be thinking about those questions also. Certainly they command wide attention and serious consideration.

Congress has called upon the Department of State to negotiate with the government of Japan in an effort to arrive at an arrangement which will prevent destruction of another vital segment of the Alaska Red salmon resource. If such conversations have been begun, nothing was expected until after conclusion of the Soviet-Japan fisheries conference in Moscow.

In the meantime the Japanese Ministry of International Trade and Industry has engaged S. H. Sheuer, a New York marketing and economic analyst, to inquire into American public opinion and reaction in this country to Japanese policies and practices. Although he is inquiring into all fields during the spring months he was specializing in an examination of fishery problems and opinions along the Pacific Coast.

CALIFORNIA SARDINE REPORT — 1958

"Signs Most Hopeful in 10 Years"

- A fairly optimistic and encouraging note regarding the future of the California sardine fishery was sounded in the preliminary report on oceanographic conditions and the pelagic fisheries of the state during 1957, prepared for Marine Research Committee by the agencies participating in the California Cooperative Oceanic Fisheries Investigation.

Although some of the data for 1957 are still being processed, certain conditions which give cause for guarded optimism have already been determined. These are an increase in the temperature of surface sea water off the California coast; a unique sardine spawning in 1957 and a much better than average survival of the 1957 sardine year class.

These facts are common knowledge, but it took a very considerable amount of research to determine that, to quote the report: "This widespread variation in the weather has manifested itself dramatically on a local scale. For example, at LaJolla, the temperatures of the sea surface during last July, August, and September reached the highest averages achieved in 26 years. An increase in water temperature as much

as three degrees centigrade prevailed over most of the CCOFI area from January through October." These higher temperatures, according to the report, extended to depths of a quarter of a mile or so, and were probably due to warm water from offshore and from the west or northwest, rather than from the south.

- The report discloses that sardine spawning during 1957 was unique. On the usual offshore grounds it was limited and discontinuous. Most of the spawning took place in a coastal band from Punta Baja to San Pedro, but for the first time in several years some spawning occurred north of Pt. Concepcion, reaching at least as far as Monterey Bay.

Sampling by the agencies indicates that survival of the 1957 sardine year class is undoubtedly better than that of recent years and it is possible that this class may prove to be a large one. It is pointed out, however, "since these juveniles may have been over available during the year because of their inshore location, and therefore may have been over-sampled."

What do these facts portend for the future of the California sardine in-

dustry? Dr. R. C. Miller, head of the California Academy of Sciences, San Francisco, when asked this question, answered: "They constitute the most hopeful signs we have had for 10 years. It is, however, very premature to assume that they assure a return of the Pacific Coast sardine in any such volume as existed prior to and during World War II. Even though the 1957 year class actually proves to be a large one, we have no assurance as to what will happen during this and future years. It takes at least three good year-classes to provide the abundance of fish needed to support a large fishery."

California's sardine catch was one of the poorest on record. The total catch was 19,401 tons, as compared to 30,592 tons in 1956. Of the 1957 catch San Francisco received 1,150 tons, Monterey, 9,227; and the San Pedro-Long Beach area, 9,024. As has been the case for the past several years, practically all sardines received in San Francisco and Monterey were delivered by trucks from Santa Barbara and Port Hueneme. In the south, where the season officially opens on October 1 each year, strikes kept the plants idle until after November 1.



WHAM! Next time you run across a package that hits this hard visually, odds are you'll find it bears Fibreboard's familiar insignia. Creating containers that project brand names and corporate images forcefully is one of our specialties: See how by looking over samples of recent Fibreboard developments. Your nearest Fibreboard representative's office is listed on the back of this page.

FIBREBOARD®

PAPER PRODUCTS CORPORATION



FIBREBOARD packaging for sea foods

Your sea foods (fresh, canned, smoked, or frozen) travel better, **economically**, in Fibreboard containers. Corrugated and solid fibre shipping cases. Folding cartons of every size and style. Frozen food packages.

Advantages? You get many when you're served by the West's largest manufacturer of paperboard packaging. Your cartons and cases are faultlessly printed on the newest modern presses. You receive market and package research . . . structural and graphic design . . . equipment development and counsel . . . dependable supply and service. And people . . . experienced people near you to work with you.

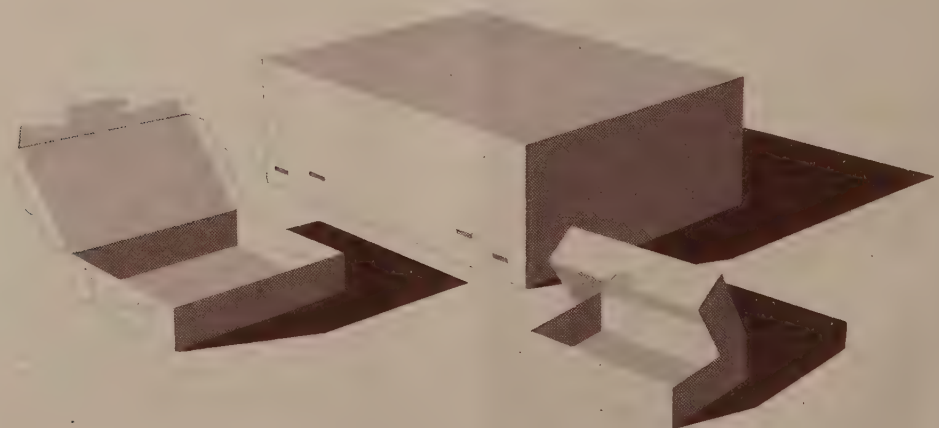
SERVICE OFFICES: Billings, Boise, Chicago, Denver, Fresno, Los Angeles, New York, Oakland, Omaha, Phoenix, Portland, Sacramento, Salinas, Salt Lake City, San Diego, San Francisco, San Jose, Seattle, Stockton, Yakima.



FIBREBOARD

Paper Products Corporation

Head Office: San Francisco



Scanty Tuna Landings Lift Auction Prices to New High

• The highest tuna prices in a year were paid at the San Diego auction March 13, when 30 tons of Yellowfin were sold for \$286 a ton. At the same auction, 120 tons went at \$285 and 25 tons at \$281. All were straight prices, with no premium for size.

The demand was brisk, as indicated by the price. Many fares were sold in March before they were landed, the deals based on radio communications between the American Tunaboat Association at San Diego, which conducts the auctions, and the port-bound skippers.

The high prices also reflected a shortage of fish. Landings were few and small in late February and early March, but were picking up as March progressed, and several thousand tons of fish were expected in port before the end of the month.

At the next auction following the record-breaker, prices began to level off. A bid of \$270 for Yellowfin was turned down, and the fare was to be offered at the next auction.

Bluefin Hits Early

• Bluefin was the only exception to the rule that catches of all species were short in March. Larger-than-usual catches of Bluefin for so early in the year were reported, and landings found a ready sale. For the first time in about 10 years, tuna was found and fished along the Mexican coast from Cape Corrientes, just above N. Lat. 22, to off Acapulco.

Anchovy and mackerel catches were extremely poor.

• The latest wrinkle in tuna imports is fillets — fish split, boned, and eviscerated. Labor executives say about a third of the work involved in canning fish is done by foreign labor when imported fillets are used by American canners. Qualified observers declined to say whether tuna fillets were to be the substitute for loins and discs, but everybody was watching this development with interest. The quantity of fillets imported is not yet great, but it is growing.

More Testimony

• In Washington, another group from San Diego told its story to the government, this time to the House

Aspects of the Auction

• Tuna auction initiated by the American Tunaboat Association in 1957, and referred to in the Medina-to-Eisenhower letter reported upon in this issue, took on several interesting aspects in early spring.

1. Prices rose, Shortage of tuna deliveries early in March, resulting from light fishing during the first two months of the year, accentuated by a lull in deliveries, saw bidding for Yellowfin rise above \$280 per ton to the highest levels in more than a year.

2. Moreover, pressure of demand was such that trips were being sold before the clippers reached port. Where definite, dependable hailings could be secured by radio, the trip could be sold and the vessel ordered to the buying cannery direct.

3. The floor or guaranteed minimum price insisted upon by the union as the basis for crew settlement on sales made by the A.T.A. continued to keep the auction from full effectiveness as a free market.

4. In March it was an open secret that the Federal Trade Commission was inquiring into the legality of this requirement imposed by the union.

Ways and Means Committee, which was holding hearings on the extension of the Reciprocal Trade Act.

Chairman of the committee is Rep. Wilbur Mills, from the landlocked state of Arkansas.

Dr. W. M. Chapman of the American Tunaboat Association told the committee that present so-called safeguards in the Reciprocal Trade Act are no protection to the American industry as long as all tuna commodities are not brought under the Act. He said relief might take the form of subsidies, as under the wool regulations, or of a comprehensive controlling act embracing all tuna commodities.

Legislation to this effect has been introduced by Representatives Bob Wilson, James B. Utt, Cecil R. King, California; and Thor Tollefson, Washington.

Mrs. George Zeluff, chairman of the San Diego Tuna Fishermen's Wives Emergency Committee, asked for import-controlling legislation. The wives are continuing their letterwriting campaign with undiminished vigor. In San Pedro, the Fishermen's Co-operative Auxiliary, headed by Mrs. Pat Mascola, began a barrage of letters aimed at the House Ways & Means Committee.

In Sacramento, the State Assembly passed a resolution, and sent it to the Senate, asking Congress to enact laws limiting imports of foreign tuna to 35% of U. S. average consumption

in the past five years.

At the same time, however, the State's lawmakers sent to an interim committee a proposal to cut taxes on tunaboats.

Treaty Talks?

• On the diplomatic front, where the tuna industry has been asking the State Department to start talks aiming at a bilateral tuna treaty with Japan, Congressman Wilson said he had asked Secretary of State Dulles to inform him what steps were indeed being taken. At press time, no reply had been announced by the Secretary or by the Congressman.

Gordon Sloan Resigns From Tuna Commission

Gordon Sloan of Astoria, Ore., a member of the Inter-American Tropical Tuna Commission from its inception, submitted his resignation this spring upon his appointment as a member of the Oregon supreme court.

His service on the tuna commission is recognized in the industry and scientific circles as valuable and sound.

Some little time probably will elapse before a successor can be appointed.

It is known that Robert L. Jones of Oregon has been suggested as a possibility. He is a former member of the Oregon Fish Commission and a former chairman of the Pacific Marine Fisheries Commission.

What PERCENTAGE of Alaska Reds

Die in High-Seas Gillnets?

NUSHAGAK DISTRICT RED SALMON

The Answer

May be Here

● What on-shore research reveals of the effects of high-seas salmon fishing formed the core of the annual Fisheries Research Conference following the 20th Annual Canned Salmon Cutting at Seattle late in March.

There Dr. W. F. Thompson, director, and the staff of the Fisheries Research Institute of the University of Washington showed the industry their data and analysis of the situation on Bristol Bay—and for the fifth consecutive year ventured a forecast for the Nushagak, where the FRI research has been concentrated longest.

The Nushagak Forecast this year was a two-provision venture, each with a big IF;

No. 1—IF survival conditions in the sea affecting the 1958 run follow the pattern of those which existed with respect to the runs in 1953, 1954 and 1955, the 1958 run may be expected to be on the order of 2,780,000 fish.

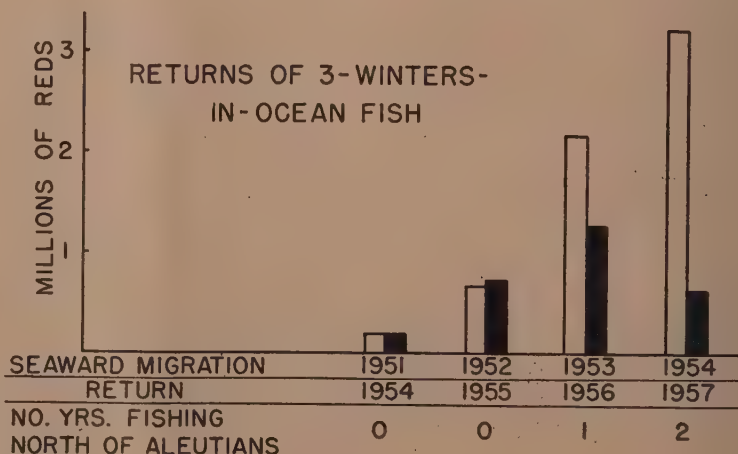
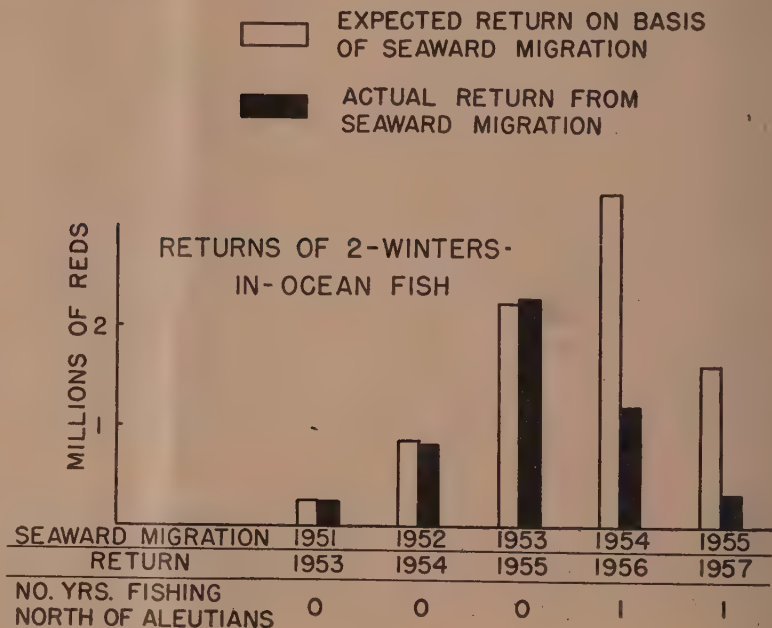
No. 2—IF survival conditions affecting the 1958 run resemble those which prevailed in 1956 and 1957, when the Japanese fished north of the Aleutian Chain, the number of Red salmon in the Nushagak run should approximate 625,000 fish.

● Out of the Red salmon research report of the FRI the 1958 conference produced this conclusion:

On-shore research provides the means of determining quantitatively the damage being done to American Reds, by affording a basis for determining the percentage of loss of the Alaska stock which is attributable to fishing on the high seas.

Recovery Reversed

● The Research Conference revealed some of the circumstances which may be responsible for the recent reversal in the recovering trend manifest moderately for a number of years in the



Breakdown of Forecast in 1956 and 1957, the years in which the Japanese high seas fleet operated north of the Aleutian Islands, is shown in these graphs, recording five years of forecasts, and each year's actual run. The predictions of the Fisheries Research Institute were remarkably accurate in 1952-53-54, but were far above the fact in 1956 and 1957 when the Japanese were operating north of The Chain.

Bristol Bay fishery, which prior to the 1956 and 1957 seasons was considered confidently to be entering a new phase of productivity based on the natural resilience of the species and its ability

to recover from an adverse natural cycle.

Why did the 1956 and 1957 runs reverse the rise?

Some of the answers might be:

1. The peaks of the 1956 and 1957 runs were late. Did they perhaps represent only the remnant left after the Japanese high seas fishery had taken the larger early segment of the run?

2. The Nushagak Forecasts of 1953-4-5 were sharp to the mark. In 1956 and 1957 they far exceeded the fact. These were the years in which the Japanese first fished north of the Aleutian Chain. Does fishing above the Aleutians concentrate on the Reds running to the north side of Bristol Bay; and that below The Chain on the layer runs of fish native to the south side?

3. High seas tagging thus far has been done only south of the Aleutians, and recovered tags have come only from Peninsula and south-side streams — none from the Nushagak and other north-side tributaries. This would appear to confirm Assumption No. 2.

Concept for Forecast

● Maturing concept of the basis for forecast — pertinent to Pink salmon and other species as well as Reds — was revealed at the 1958 Research Conference by these points:

1. On the order of 90% of all salmon mortality occurs during the fresh water phase of existence. Thus spawning volume alone is a poor criterion on which to base expectation of return; and the number of eggs carried into a stream, is not clearly related to the adult return in the following cycle.

2. Study of the numbers of spawners, their sexes, sizes, ages and winters-in-the-sea, however, is vital for its revelation of the behavior pattern to be expected in the succeeding generation and its contribution to the several cycles.

3. Sampling in the sea is not a suitable basis for forecast because of (a) the great expense involved; and (b) the racial intermingling of the stocks on the high seas.

4. Best basis for forecast is an index of the migration of smolts to the sea, taken at the last possible moment as they leave fresh water with its high mortality; but before they become intermingled with other races.

● Although the Research Conference dealt largely with Red salmon, studies in Pinks were first discussed, with a number of points emphasized, as:

1. Remarkable variability within the Southeast Alaska Pink salmon cycles, as in 1953, 1955 and 1957;

2. "Fish kills" of unspawned adults apparently resulting from oxygen deficiency in small streams due to overpopulation of spawners.

3. Importance of weather conditions in the early part of the year in

CALCULATED RETURNS OF 1958 NUSHAGAK RUN ASSUMING NORMAL OCEAN MORTALITY

YEAR OF SEAWARD MIGRATION	SMOLT INDEX	RATIO	RETURN OF THE ADULTS					
			.2		.3		.4	
			NUMBER	RATIO	NUMBER	RATIO	NUMBER	RATIO
1952	100.0	4.39	750,040 (1954)	1.63	733,734 (1955)	1.01	19,269 (1956)	1.01
1954	438.6		1,224,816 (1956)		742,351 (1957)		19,462 (1958)	
1952	100.0	2.22	750,040 (1954)	0.40	733,734 (1955)	0.40		
1955	221.7		299,582 (1957)		293,494 (1958)			
1952	100.0	3.29	750,040 (1954)	3.29				
1956	329.4		2,467,632 (1958)					

EXPECTED TOTAL RUN, 1958:

.2 FISH - 2,467,600, 88.7%

.3 FISH - 293,500, 10.6%

.4 FISH - 19,500, 0.7%

2,780,600

Winters-in-the-sea spent by the salmon composing different segments of the run are indicated in the 1958 forecast graphs by symbolic figures, as .2, meaning adults which have spent two winters in the sea; .3, three winters, etc.

their effect upon survival, with high returns of Pinks resulting in particular from years with low April rainfall.

13 Years of FRI

● Aubin R. Barthold, president of the Alaska Packers Association and chairman of the Fisheries Research Institute's Advisory Committee, opened the conference by pointing out that 1958 is the 13th year of the FRI, for whose researches the Alaska canned salmon industry has provided \$2,000,000 of private funds.

The current year's activity involved roughly \$750,000, with about one-third from the industry for its Red and Pink salmon studies. The FRI tagging contract for the American Section of the International Pacific Salmon Fisheries Commission involves

approximately an equal amount.

Contracts of the FRI with the U. S. Bureau of Commercial Fisheries call for about \$250,000 this year with specific studies on: effects of logging on Southeast Alaska salmon resources; investigations of sealion population and predation; Cook Inlet and Prince William Sound investigations; Southeast Alaska salmon stream catalogue; Kvichak Red salmon population studies.

Fisheries Research Institute staff members participating in the Research Conference included: R. L. Burgner, Dr. O. A. Mathisen, Dr. S. Y. Koo, John R. Gilbert, J. F. Roos, D. E. Bevan, C. E. Walker, W. H. Noerenberg, J. W. Martin, A. R. Hartt, W. L. Sheridan, H. D. Smith, Ora Kern, Wilbur Church.

CALCULATED RETURNS OF 1958 NUSHAGAK RUN ASSUMING CONTINUED ABNORMAL OCEAN MORTALITY

YEAR OF SEAWARD MIGRATION	SMOLT INDEX	RATIO	RETURN OF THE ADULTS					
			.2		.3		.4	
			NUMBER	RATIO	NUMBER	RATIO	NUMBER	RATIO
1953	296.1	1.48	2,225,782 (1955)	0.55	1,223,909 (1956)	0.61	5,459 (1957)	0.61
1954	438.6		1,224,816 (1956)		742,351 (1957)		3,330 (1958)	
1955	221.7	1.48	299,582 (1957)	1.48	178,164 (1958)	0.24		
1956	329.4		443,381 (1958)					

EXPECTED TOTAL RUN, 1958:

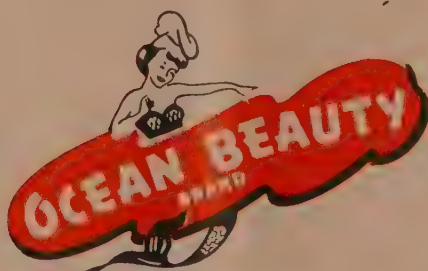
.2 FISH - 443,400, 71.0%

.3 FISH - 178,200, 28.5%

.4 FISH - 3,300, 0.5%

624,900

Welcome to **SAN FRANCISCO** **N.F.I. DELEGATES!**



**Highest Quality
Pacific Seafoods**

**Halibut, Salmon, Dungeness Crab, King Crab, Tuna,
Black Cod, Smelt, Shrimp, Oysters**

Washington Fish & Oyster Co.
Pier 54, Seattle, Wn.
SE 6888 TWX 154

Seattle Seafoods, Inc.
Pier 61, Seattle, Wn.
MU 2150 TWX 391

Portland Fish Company
301 N. W. 3rd, Portland, Ore.
CApitol 8-4137 PO 69

Meredith Fish Company
2640 5th St., Sacramento, Calif.
Gilbert 2-3891 TWX SC 207

Washington Fish & Oyster Co. of Calif.
544 Sansome St., San Francisco, Calif.
GARfield 1-5040 TWX SF 661

OWNERS AND OPERATORS OF CANNERIES, COLD STORAGES and DISTRIBUTING PLANTS

MEMBER NATIONAL FISHERIES INSTITUTE, INC.

N. F. I. and the Pacific Fisheries

By
ALDO CASARETTO
President, National
Fisheries Institute



● National Fisheries Institute does a great deal of good for the entire fishing industry of the U. S. and during the past year I have come to realize that whatever is done for one section of the country benefits every other section. This is true whether the benefit is immediate at the time of performance, or serves as a pattern for tackling future problems.

But, thinking specifically about the West Coast, I shall tell you a few of the things NFI has done this past year for our section.

● *It has kept us informed, on a day-to-day basis, of happenings within the Federal Government on matters pertaining to our business.* This has been done by maintaining personal contact at all levels —

... with the Bureau of Commercial fisheries, the Fish and Wildlife Service, and when necessary with the Secretary of the Interior himself;

... with the Food & Drug Administration on problems affecting us all, or affecting individual members;

... with the State Department on vital international matters;

... with the Department of Agriculture on such things as traffic rates and adjustments before the Interstate Commerce Commission, on inspection of voluntary-standard products, and on general food problems involving fisheries;

... with the Labor Department on wage and hour interpretations, and in waging a constant fight to keep our fisheries exempted from the Wage-Hour Law;

... with committees of Congress and with individual members of Congress. Because Congressmen have confidence in our staff, they frequently

seek our advice before proposing new legislation or amending existing laws.

Congressmen recognize that they cannot be experts on every subject coming before them, and they turn to qualified people in Washington for advice. The need for such counsel was stated by the late Congressman S. O. Bland, chairman of the House Committee on Merchant Marine and Fisheries. Indeed, he was one of the principal advocates of organizing such a trade association among the fisheries. The executive agencies of the government likewise seek day-to-day counsel with the NFI staff, since the staff are the representatives of the industry.

It happens that many of the Congressional leaders concerned with fishery matters come from the West Coast. Senator Magnuson of Washington is chairman of the Senate committee with jurisdiction over fish and wildlife matters. Congressmen Tollefson of Washington and John Allen of California serve on the House committee on Merchant Marine and Fisheries; Congressman King of California is a member of the important Ways & Means Committee; Senators Knowland and Kuchel, and Congressman Wilson of California are likewise active in fishery legislation. Senator Neuberger of Oregon is making a tremendous fight to protect our fishing interests in the struggle between fish and power in the Northwest.

● *NFI is always available when these West Coast members want information*

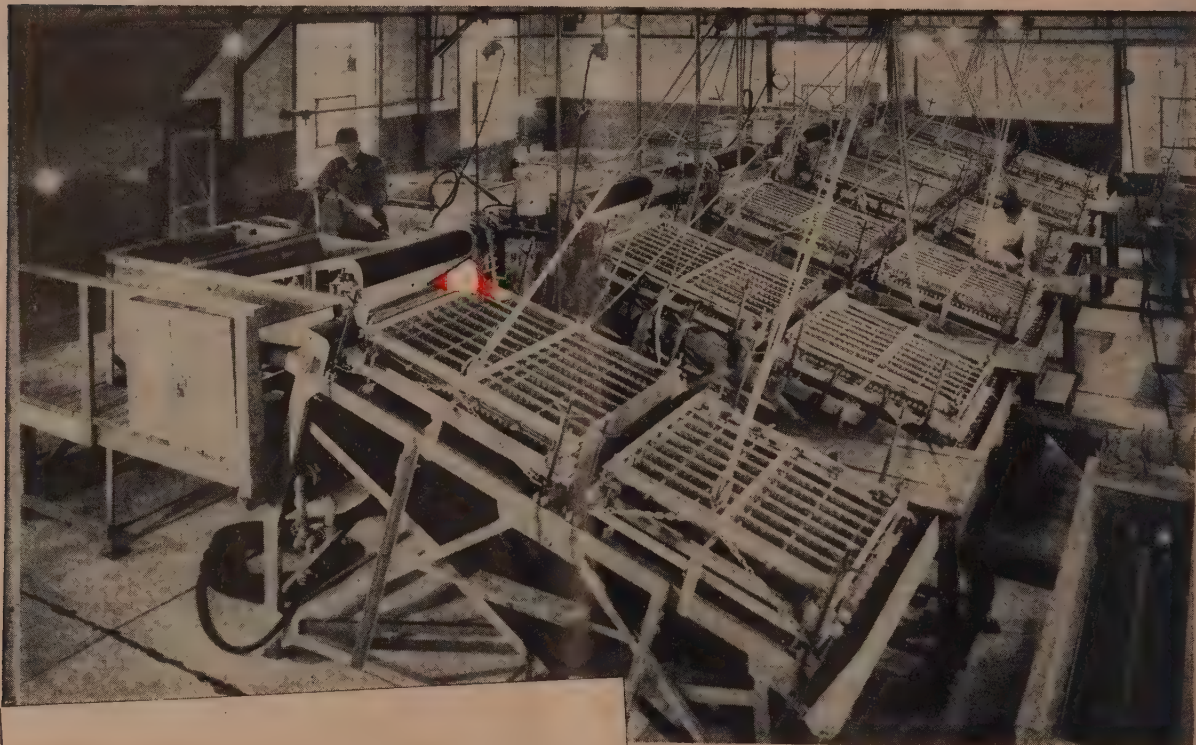
on the effect of legislation on the fishing industry. For instance, last March our General Manager appeared before Sen. Magnuson's committee on three bills vital to the West Coast. Industry members could not leave their businesses to serve as witnesses, but NFI had a qualified spokesman for the entire industry. There were numerous witnesses on behalf of the recreational fisheries.

● *NFI tackled a weights-and-measures problem* involving West Coast halibut, formed a committee, assigned a staff member to follow through and thus undertook to solve a problem that could have serious repercussions for us. Likewise a problem involving frozen packaged salmon is being studied through a special committee and an NFI technologist.

● *For ten years NFI has carried on a constant fishery public relations program*, and the West Coast has reaped its share of the benefits. This is the longest continued program in the history of the fishing industry. Chances are that eight out of every ten fish and shellfish recipes you see in your local newspaper are direct results of the NFI program. Articles in women's magazines, institutional publications, farm journals, chain-store and supermarket magazines, over radio and TV, are frequently results of NFI's program.

● *NFI has lead the movement to establish voluntary Government stand-*

PEELERS CO. SHRIMP PROCESSING MACHINES do a better job — FASTER — at less cost!



MAVAR SHRIMP & OYSTER CO. LTD.

Shrimp and Oyster Cannery
SINCE 1928



NEW OFFICE AND PLANT
BILALLOU, MISSISSIPPI
September 12, 1957

The Peelers Company
P. O. Box 1102
New Orleans 4, Louisiana

Dear Friends:

As a shrimp packer with more than 30 years experience in the production of highest quality canned shrimp, and more than 4 years experience with your automatic shrimp peeling machines in our plant operations, we feel that we are qualified to appraise with authority the merits and value of your equipment.

Our experience has shown that your automatic peeling and deveining machines, which are available for use day or night, regularly produce for us fully peeled and deveined shrimp of highest quality at a substantial saving in cost over the former hand method, and at a yield which averages better than any other commercial method. This high capacity, rugged equipment has proved itself to be thoroughly reliable and very easy to operate, with only an occasional simple adjustment required for maintaining top results.

Three attendants are used in our plant to operate the six peeling machines and four deveiners, exclusive of the personnel required to bulk feed the peelers.

We feel that the best gage of our approval of your equipment is the fact that while we started with only one peeler in the Spring of 1953, we have added additional units every year since so that we now have six automatic peelers and four automatic deveiners, together with auxiliary cleaner and separator equipment. These machines afford us an hourly capacity of approximately six thousand pounds of raw green shrimp per hour. We have long since discontinued any hand peeling or deveining of shrimp in our operations.

You may use this letter as you wish to help in advancing the progress of your business, which should continue to revolutionize the shrimp industry wherever it is introduced.

With best wishes, we are

Yours very truly,

MAVAR SHRIMP & OYSTER COMPANY, LTD.
CANNERS AND SHIPPERS OF SHRIMP AND OYSTERS
SHRIMP - OYSTERS - CRAB MEAT

VTH:CAM

Mavar Company's operation proves efficiency of Peelers Co. equipment

Read Mr. Mavar's letter—it tells the story of money-saving, money-making shrimp processing when Peelers Co. installations are used! This is just one of many letters in our files praising Peelers Co. automatic machines. For brochure giving complete information or color motion picture for viewing in your own plant, write, wire or phone us.



THE PEELERS CO.
619 S. Peters St., New Orleans, La.

ards, and generally to improve product quality and marketing practices.

- *NFI has played a leading part in obtaining beneficial fisheries legislation, including enactment of the Salt-onstall-Kennedy Act, which provides between \$4,000,000 and \$5,000,000 annually to study fishery problems, many of them on the West Coast; also the exemption from the Wage-Hour Law; the inclusion of fisheries in the agricultural exemption which permits our products to be transported in exempt trucks; the Fish and Wildlife Act of 1956; and many other acts.*

- *Through the annual convention, NFI has served as a clearing house within the industry, bringing us West Coast people into close contact with our colleagues from other parts. Many members across the country feel that this service alone is worth every dollar the industry has invested in NFI.*

Before we had NFI, many industry firms spent time and money running to and from Washington to look after their interests. Now, we just pick up the phone and tell the NFI staff to represent us before any Government

agency involved. This costs a lot less money and is far more efficient.

- *I have not mentioned the Fish and Seafood Week, or the Fish Parade, because they are all-industry programs—but NFI sparked the efforts, NFI members are among the heaviest contributors, and NFI is backing the programs. They are benefiting every single member and unit of the industry in the U. S. The purpose is to establish a new sales period when we need it most—in the Fall months. The third Fish Parade is coming up October 6 to 12, 1958.*

- *Through NFI, you own real estate in Washington, D.C. Of the many organizations that have offices in the Capital, very few own their own quarters. NFI does, and the ground and building are owned by the members.*

Those are some of the general things NFI does for the West Coast industry. But actually, NFI is set up to serve individual members in any way it can, within its scope as an industry organization. To get the most out of your membership, you must

use your organization. Whenever you have a need of any kind, write or phone the national office. They may have the answer to your question immediately at hand, or may be able to get it for you, saving you time and money.

- *What can the West Coast do for NFI?*

Two important things.

First, we can enlist more West Coast fish industries to join NFI and become active parts of it, thus supplying increased financing to enable NFI to do an even more effective job for the industry and for members;

Second, every member can keep our Washington headquarters better informed on the needs and problems of our West Coast industry.

It is not the nature of men in the fish industry to write letters—but we can telephone or teletype and keep NFI headquarters better informed. A letter will do just as well—but however you choose to do it, when something happens to you or your industry, sit down and contact your NFI headquarters.

The Fish Rush of 'Fifty-Eight— N. F. I. Convention Program

San Francisco, April 20-23

- The Pacific Coast fishing industry, and particularly California is all set to give the 13th annual convention of the National Fisheries Institute, the most successful conclave the association has ever had.

The 1958 NFI convention commanded unusual interest and anticipation because it is to be held at the Sheraton-Palace Hotel April 18-23, and because this will be the first convention held on the Pacific since 1952.

As *Pacific Fisherman* went to press Albert D. Levy, Washington Fish & Oyster Co. of Calif., San Francisco general chairman, assisted by T. Neil Taylor, Norfish Sales Co., Oakland, southwest regional vice-president, NFI, were busy with convention plans.

Assisting them were: Louis Vitale, Los Angeles Smoking & Curing Co., in charge of arrangements; George V. Castagnola, George V. Castagnola Fish Co., Santa Barbara, Skipper of the Old Timers Club, who will have charge of

activities of that group; Mrs. Lionel Shatz, chairman of the ladies' events; and Lloyd Turnacliff, Meredith Fish Co., Sacramento, chairman of the reception committee.

Responsibility for leadership of the convention lies on the shoulders of Aldo Casaretto, Koulouris & Casaretto, Los Angeles.

- Two unique events are being offered to those attending the convention. Instead of the Old Timers' dinner, Saturday, April 19, a gala cioppino dinner complete with entertainment will be held in Santa Cruz for all conventioners, their wives and friends. They will be transported to the dinner by chartered busses leaving the Sheraton-Palace Hotel at 12:30 p. m. The dinner is being sponsored by the Old Timers Club, the Old Timers Club Ladies Auxiliary, the Minnows Club, and the Minnows Club Ladies Auxiliary.

On the 19th the ladies headquarters opens at 9:30 a. m. at the Sheraton-

Palace Hotel, with Mrs. Shatz in charge, and she has also arranged for a ladies tour of Muir Woods by chartered busses. Luncheon will be served the group at the beautiful Alta Mira Hotel in Sausalito. The party will return to the Sheraton-Palace at 3 p. m.

- The convention opens at noon April 18 with registration, and there will be three luncheon events at that time: the executive committee, industrial products division will have a no-host affair, with Jack T. Styron, Wallace Menhaden Co., New Orleans, as chairman; the breaded shrimp committee and workshop, Sidney K. Opler, Florida Frozen Foods, Miami, chairman, will have a no-host luncheon; and the legislation committee, Lloyd Turnacliff, Meredith Fish Co., Sacramento, chairman, will have a no host luncheon.

At 3 p. m. that day there will be a joint meeting of the finance and executive committee, presided over by Mr. Casaretto, president, NFI, and L. Vern-

on Drape, Ell Vee Dee Co., Inc., New Bedford, Mass., treasurer of NFI. Presiding over a meeting of the committee on statistics and reports of the advisory committee on federal reports, at the same hour, will be F. M. Bundy, Gorton-Pew Fisheries, Gloucester, Mass. Also at the same time will be a meeting of the National Shrimp Breeders Association, Inc., L. R. Alberti Jr., Alberti Shrimp Co., Chicago and Brownsville, president. During the afternoon there will be other committee meetings.

In the Rose Room of the Sheraton-Palace Hotel will be a most comprehensive display of products sold to the fishing industry. This will be the sixth annual exhibit, and is expected to attract more manufacturers of such goods than ever before.

- First event of Saturday, April 19 is the no-host nominating breakfast, Walter J. Lehman, chairman. Other breakfast events are: Kingfish Nominating Committee Breakfast, James Carlson, Baker, Boise & Watson, Chicago, chairman; and quality committee, E. A. Rutherford, San Juan Fishing & Packing Co., Seattle, chairman. There will also be other committee breakfast meetings subject to the call of chairmen.

At 9 a. m. the board of directors will hold its annual meeting, Frank W. Wilkisson, Wilkisson Fish Co., New York, chairman.

- Sunday 12 noon the trade show, complete with its many interesting exhibits will have a Silver Fizz opening, and at 1 p. m. the Old Timers Club, George V. Castagnola, Skipper, will open at the same time as the Minnows Club, Robert A. Erkins, Snake River Trout Co., Buell, Idaho. The North Atlantic Fillet Council meeting under the chairmanship of F. M. Bundy will meet at 2 p. m. that day, and at 6 p. m. the President's Reception will be held in the Garden Court.

- The first general session of the 1958 convention NFI will open at 9 a. m. April 21 with Mr. Casaretto presiding, and giving the president's address. There will also be short addresses by members of Congress.

Technological progress will be outlined at 10 a. m. by John Kaylor. Shortly thereafter Mr. Ruthford will preside over a product judging contest with prizes for the best judges, both men and women.

The general luncheon will be held that day with Mr. Casaretto introducing distinguished guests; a welcome to San Francisco from Mr. Levy, and a welcome to the ladies from Mrs. Shatz. The promotion program will be discussed at the luncheon.

At 3 p. m. will be held the regional caucuses: Myron Bloom, Region I; Thomas A. Barker, Region II; John S. Carinhas, Jr., Region III; T. Neil Taylor, Region IV; W. C. Eardley Sr., Region V; and R. J. Gruber, Region VI.

Under the chairmanship of Budd Thomas, Hunter & Foland, Eureka, Calif., the Pacific crab committee will meet at 3:30 p. m., and at 4 p. m. the blue crab committee under H. Newton Smith, chairman.

- Tuesday, April 22 will start with three or more breakfast meetings at 8 a. m. These will be lakes and rivers committee meeting and workshop, Ray H. Full, chairman; joint blue crab and Pacific crab committee meeting and workshop, H. Newton Smith and Budd Thomas, co-chairmen; smoked and cured fish committee, Louis Vitale, chairman; and other committee breakfast meetings subject to call of chairman.

At 9:30 a. m. the general session starts with T. Neil Taylor, vice-president, in the chair. There will also be a public meeting of the American Fisheries Advisory Committee, Ross Lefler, Assistant Secretary of the Interior, chairman.

At noon there will be a fresh fish committee luncheon meeting and workshop, presided over by Charles L. Woodfield. At 2:30 p. m. Jack T. Styron will chair a general session of the IPD, and at three there will be

two meetings—The Shrimp Association of the Americas board meeting, John C. Ferguson, president; and annual meeting, American Seafood Distributors Association, Walter R. Meier, Jr., president.

- April 23, the final day of the convention will be a busy one. Two breakfast meetings and work shops are scheduled—weights and measures committees—Palmer Olson, New England Fish Co., Seattle, chairman; and Frozen Packaged Shrimp Committee, Will Hardee, Sea Garden Distributing Co., Brownsville, Texas, chairman. There will also be other breakfast committee meetings subject to the call of chairmen.

A general session of the convention starts at 9:30 a. m. with an open director's meeting, Mr. Wilkisson, presiding, reports of committees, report of the general manager, report of nominating committee, and election of officers.

The NFI work program will be outlined, and there will be a report of staff members to the new officers and board.

At noon there will be two luncheon meetings and work shops—Frozen Salmon Committee—Rufus A. Littlefield, chairman; and Fish Stick and Portion Committee—Mr. Bundy, chairman.

John Kaylor will preside over a technological meeting at 2:30 p. m.

At 6 there will be a cocktail party in the Gold Ballroom and the annual dinner dance with presentation of annual awards in the Garden Court.

N. F. I. Exhibits

Who's Showing What at San Francisco

- Exhibits in recent years have come to command a lot of interest at the National Fisheries Institute conventions, and the reservations for the San Francisco show, as reported by the N.F.I. headquarters at press time, guarantee that the interest and standards of previous years will be maintained, and maybe topped, after the California manner of doing things.

Following is a preliminary list, necessarily cut short at press time, but it will give an idea of what to expect.

The following exhibitors give plain indication that the trend continues, at an accelerated pace. Among those who will show:

American Cyanamid Co. in a 20-foot display will feature fisheries as they may expect to be served by Acronize, the company's antibiotic quality-protector for foods. In charge

will be Dr. P. F. Hooper, director of technical service, with E. Kline of the fish development program; H. E. Clark, western regional manager; and R. E. Riesenberger, R. R. Kelm, D. L. Mears and D. Shafer.

Crown Zellerbach Corporation through its Western-Waxide Division will be represented at its usual high standard with displays and demonstrations of its frozen fish cartons and realistic overwraps with their technical and artistic excellence. K. Wuostenfeld, who has headed the Crown-Z delegation at the NFI for years, has been ill and may not be able to attend; but he'll be represented by a first-team.

Enterprise Engine & Machinery Co. of San Francisco is a new exhibitor at NFI conventions, but with its extensive line of fish reduction machinery



AT SNACK TIME . . . SUPPER TIME . . . SANDWICH TIME



MARATHON

puts your
product in
her hands

Getting your product picked up and purchased is only *half* the battle. For your profit swings on how often she *serves* sea food—not just on how many packages she has *stacked* in her freezer for future reference.

Marathon can help you do this double-barreled selling job—with packages that catch her eye in the *store*, and that she can't overlook when she searches through her freezer at *home* to pick up "something quick" for a helping hand at snack time, supper time, sandwich time.

Marathon packages—whether a combination of plain cartons with full-color pictorial overwraps roto-printed on Tyton or high-gloss Glamakote, or brilliantly printed cartons (litho or letterpress)—give your sea foods the promotion and protection they deserve and you desire. Ask your Man from Marathon for samples of every style, size, type of finish. Or write: Marathon, A Division of American Can Company, Dept. 644, Menasha, Wisconsin. In Canada: Marathon Packages Limited, Toronto.

MARATHON PACKAGES

Sell Brands • Protect Products • Speed Production

the convention show is a natural for it. Michael E. Conway, public relations director, will be in charge. He reports that this division of General Metals Corporation will show its Enterprise hammermills and screw presses for fish reduction operations.

Hot Spot Dector-Zeleny of Des Moines, Iowa, is another new exhibitor this year, but we can't tell you more about it, as A. B. Powley, in charge, wants it to be a secret.

B. F. Goodrich Sponge Products will feature its floats in Booth No. 6, and particularly the new oval Spongex floats specially designed for gillnet use and Power Block fishing. In charge? Fred Hammer, as usual, assisted by John Brokaw, western representative.

Gregor Jonsson Associates will show its Shrimptrim peeling and deveining equipment, which always attracts interest. Exclusive distributor of this equipment is E. M. Concannon, past president of N.F.I.

Caterpillar Tractor Co., Engine Division, with A. J. Rulon in charge, will show machinery painted yellow, of that you may be sure; and it will plow home with many horsepower some of the reasons that so many of today's fishing craft are powered with these diesels.

Golden Dipt Division, Meletio Co., will be there, but you never can tell what Jack Meletio and his crew will do next. They don't tell, but you'll have no trouble locating their lay-out.

Marathon Division, American Can Co., will be back at the NFI convention as brilliantly as ever, and with added reason, for the Marathon line

of paperboard food packages and dazzling overwraps is now married to Canco with its vast line of packaging products used throughout the fisheries.

American Maize-Products Co., another newcomer at the NFI convention, will have a booth in charge of R. L. Lloyd featuring the company's products used in the preparation and packaging of fishery products.

Los Angeles Smoking & Curing Co. is one of the leading fish specialty packers and merchandisers in the country, and Louis Vitale is one of the most enthusiastic members of NFI. Along with D. B. McGee he'll show you something of the wonders he has worked in fish packaging through the use of transparent films, wet packs, inert gases, and all the tools of today's technology.

The Cryovac Company made a big pitch at stealing the show at the Chicago convention last year, and probably is planning to repeat. This element of W. R. Grace & Co. has a line of impervious shrinking films and machines for applying them, drawing a vacuum, shrinking and sealing which the average NFI member just can't resist.

Sellers Injector Corporation has reserved a booth where it will display its specialized pressure cleaning equipment specially suited for use in canneries, fish houses and fishing vessels. There will be several models on display, including a high-pressure hydraulic jet operating on steam pressures of 50 psi. and up; a booster type cleaner for use where only low-pressure steam is available; and the Sellers Rotor Jet, which is specially

adapted to cleaning work in the tanks and holds of fishing vessels. Several of these jets are in use in the salmon fisheries, and the Ketchikan Cold Storage in particular is equipped with the hydraulic jets and the rotor jets. James G. Pinkerton, Ketchikan manager, and a director of the N.F.I., as a satisfied customer is sure to be an interested caller at the Sellers display, where Frank Allen of Oakland and Watts B. King of Los Angeles will be in charge.

Schooler Manufacturing Co. once again will display its "Wrapmaster" packaging machines at the NFI show. J. T. Schooler plans to have two models on display and demonstrating. These are the new Model S-2 fully automatic wrap machine and the Model J-2m semi-automatic machine. Both of these models include the exclusive feature of complete adjustability to package size, which can be accomplished quickly, with no tools or change parts. Mr. Schooler will be on hand in person, assisted by Ralph Wittenberg and Cal B. Pierce.

The Biro Manufacturing Co. will exhibit its specialized saws for stick-and-steak cutting in fish packing plants.

Sunkist Growers, California's great lemon marketing institution, is making the most of the opportunity of the NFI convention in California to develop the doctrine of serving lemon with fish, and of including a slice of lemon in the pre-packaging of fresh fish to render the presentation attractive and give it zest.

That's the list as it stood at press time. Doubtless there'll be others.

A. R. Lantz

Gus D. Vellis

David Cornman

BROKERS

FROZEN FISH

IMPORTERS

A. R. LANTZ CO., Inc.

416 So. Central Ave.

MADISON 6-4751

LOS ANGELES 13

The Nations
Largest Packers
of Fine
Smoked Salmon

Since 1921 the Lascco label has stood for the finest quality in Smoked and Spiced Fish Products.

Quotations invited on all top quality fish products.



Los Angeles Smoking & Curing Co.

778 KOHLER ST. • LOS ANGELES • VA. 0724

BENTLEY-MARKEY, Inc.

Importers — Sales Agents — Buying Agents

FISH

Fresh — Frozen

Whatever Your Needs for Good, Aggressive
Representation — Call on Us!

One Drumm St., San Francisco, Calif.
Phone: DOuglas 2-2510

To Amende & schultZ

FROZEN FOOD BROKERS

Representing

Aleutian Cold Storage Co.
Astoria Seafood Co.
Carol Dryden Co.

1925 East Olympic Boulevard
Los Angeles 21, California
TR 6262 Cable: ATOZFOODS

Crest Importing Co.
Modern Food Products Co.
Oregon Seafood Co.
Pelican Sales Co.
Snake River Trout Co.

After June 1, 1958
NEW LOCATION ◇

Swim Bros. Ltd.
Taiyo-California, Inc.
Tulloch-Western Fisheries, Ltd.
Wakefield Deep Sea Trawlers, Inc.

418 South Central Avenue
Los Angeles 13, California
MAdison 6-6625

BELLINGHAM COLD STORAGE CO.



- LARGE storage capacity for packaged frozen foods.
- Convenient dock and rail facilities—(located on a Federal waterway).
- Dockside ICE service to fishermen.

Squalicum Fill, Bellingham, Wash.

Phone RE 3-1640

SOUTHERN CALIFORNIA TRADING CORP.

ROBERT W. JOYCE, General Manager

Importers, Exporters, Packers
Representatives specializing in

FINER SEA FOODS

TWX LA 196

1315 E. Seventh St., Room 205
Los Angeles 21, Calif. TRinity 5881

VITA FOOD

TRADE



MARK

PRODUCTS, INC.

GENERAL OFFICES — NEW YORK CITY

Importers & Exporters — Producers, Packers, Smokers

FISH OF ALL KINDS

Mildcured and Frozen from all Principal Centers of Alaska

SEATTLE OFFICE — 1844 WESTLAKE NORTH

BORNSTEIN Seafoods, Inc.

Bellingham, Wash.

Custom Packing Solicited

Packers of

Quick Frozen Filets of

PACIFIC OCEAN PERCH

◆
RED ROCK COD

◆
LING COD

◆
FLOUNDER

◆
HALIBUT

"Deep Sea"
Brand

◆
SALMON

"Sea Freez"
Brand

◆
SOLE

◆
COD

If you don't trade with us—we both lose money?

PRIME QUALITY SHRIMP

The freshness and flavor in Liberty Shrimp is there because we operate our own fleet and process in our own freezer. We can ship a carload!

LIBERTY FISH & OYSTER CO.

Pier 7 Southfield 28661 Galveston, Tex.

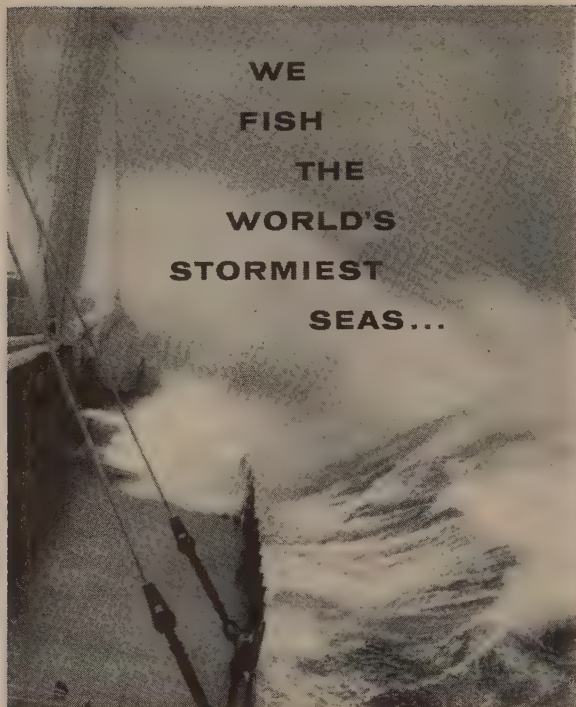
Rayola COMPANY
(Ray of Los Angeles)

SEAFOOD BROKERS

TRinity 7924

1264 East Sixth Street Los Angeles 21, California

WE
FISH
THE
WORLD'S
STORMIEST
SEAS...



for the
FABULOUS KING CRAB

150 fathoms beneath the remote and stormy Bering Sea, swims one of the world's greatest gourmet treasures, the Alaska King Crab. Wakefield sends out American ships especially equipped to venture among the icebergs of these dangerous seas, bring up the ten to twenty pound giants in immense nets, then prepare and quick-freeze their succulent meat fresh from the icy Arctic waters. And shellfish fanciers agree, the result is worth the trouble.

Only **WAKEFIELD'S** Offers:

- 18 years of experience freezing ALASKA KING CRAB.
- Superb quality . . . always.
- Year-round supply, with plants and ships in every Alaska King Crab producing area.
- A complete line—Crab Meat and Crab Legs in the Shell—10 attractive carton sizes for the retail and institutional trade.
- National Advertising . . . An aggressive merchandising program.

Dealer Inquiries Invited.

Tie in with the leader in Alaska's fastest-growing industry! Write to Wakefield's Deep Sea Trawlers, Fishermen's Terminal, Seattle 99, Wash.

See us at the San Francisco convention



WAKEFIELD'S
GIANT ALASKA
FRESH-FROZEN KING CRAB

*Fortune
Fisheries*

SEA FOOD BROKERS

Welcomes the
NATIONAL FISHERIES INSTITUTE CONVENTION
to San Francisco

Wholesale Only

**Frozen • Canned • Smoked
Salted Seafoods**

Representing
San Juan Products • Palix Oysters • Chauvin Shrimp Meat • Elmore
Abalone • X-Man Trout • Santa Cruz Canning Co. Fortune Brand
Sardines, Anchovy, Mackerel, Squid.

Phone: GARfield 1-1407 -8 -9
1051 Battery Street
J. D. "JACK" WILLIAMSON

TWX - SF 191
San Francisco, Calif.
R. O. "BOB" COLE

**FRESH
and
FROZEN**

**SEA
FOODS**

**FROZEN
FRUITS
AND
VEGETABLES**

KOULOURIS & CASARETTO CO.
Established 1910
656 SOUTH ALAMEDA STREET
LOS ANGELES 21, CALIFORNIA

Phone TRinity 3781
Teletype LA 250

N. F. I. Pre-Convention Feature— COLORFUL SAN FRANCISCO

● San Francisco, one of the most beautiful cities in the world, welcomes the NFI convention, April 20-23.

The city, along with New York, Chicago, and New Orleans, is one of the favorite convention spots for the entire nation. The City by the Golden Gate rises on a hilly peninsula between the Bay of San Francisco and the Pacific Ocean and it is filled with excitement and rich experiences for the visitor. It is a cosmopolitan world-city, tolerant, creative, and gay—a story-book city where West meets East in endless fascination.

Strongly recommended for the new comer to San Francisco is a three hour around San Francisco sightseeing tour with a guide to acquaint him with the city. Shows scenic and historic high-spots, reveals city's wonderful setting, gives opportunity to "window shop" places to be visited later. There are more extensive tours—also night life tour—all with well informed guides. All tours start from central hotel district. Hotels have full information.

There is also a *Bay cruise*. Towered San Francisco as seen from the Bay—a gleaming spectacle. See it and other sights on a one or two hour boat ride on the Bay from the dock near Fishermen's Wharf. The cruise is fully narrated.

The hotel, theatre and shopping district, centering around Union Square, extends roughly from Market street to Sutter, and from Mason to Kearney. It is gay with sidewalk flower stands, brilliant stores, and shops and bell-tuneful cable cars.

Hotel aspect of the district extends to the crown of Nob Hill where some of the more luxurious hotels and eating places are. Ride a cable car up there, or walk if you will. Visits to public rooms of great hotels here and elsewhere in the city are rewarding; certainly have a cocktail at Top of the Mark on Nob Hill.

● An interesting historical spot is *Mission Dolores*, San Francisco's birth-place, 16th and Church streets (Market St. "J" car, fare 15c) founded by Franciscan Fathers, 1776, one of the links in California's Mission chain.

The Embarcadero. Miles of docks serving this great world port. Liners, freighters, warships, all may be seen berthed after voyages to the seven seas.

Fisherman's Wharf. A bit of Naples to the eye, a gourmet's paradise for

seafood. Many fine restaurants, and here are the fish receiving and processing plants of the city's fresh seafood industry. Here also are berthed crab Grant Ave. is main stem, beginning

at Pine st. Visit Kong Chow Temple, 530 Pine. Walk through adjacent St. Mary's Square, seeing Bufano's stainless steel statue of Sun Yat-sen, father boats, trollers, trawlers, many of which



LORRINDA G, new 36 purse seiner is operating in the fleet of Pacific American Fisheries, Inc. The craft, which has a top speed of 9.5 knots, is powered by an 87-hp. General Motors diesel engine turning a 24" x 16" propeller through 2.5 to 1 reduction gears. The craft is one of 12 boats in the Pacific American fleet to be powered by GM Diesels during the last year.

can be seen unloading their fares during the week. Visit the old time sailing ship *Balclutha*, now an exhibit and museum—50c, children, 25c.

Aquatic Park. Three blocks west of Fishermen's Wharf. Visit Maritime Museum, wonderful murals and large exhibit of ship models, pictures, relics, etc.

Marina Park and Yacht Harbor. City airs its dog and takes its stroll on broad Marina Green. Fine place to park car, see Bay, Golden Gate, and Golden Gate Bridge.

Chinatown. Chinese first came to San Francisco in Gold Rush era, settled in present quarter. San Francisco's Chinatown is today largest community of its kind outside Asia—a little Canton of 25,000 people.

See it on foot, for its crowding interests, jammed roadways. Perfectly safe to prowling day or night, even for lone woman. Sightseeing bus tour, with Chinese guide, gives good introduction. of the first Chinese republic, then on

to old St. Mary's Church (1854) and into Grant ave. See bazaars and stores both sides of avenue, prowling side streets and alleys. Visit wonderful Tin How Joss House, up three flights, 125 Waverley place, and House of Ming, showing ancient art treasures, 9 Old Chinatown Lane. Have Chinese dinner and consider a Chinese night club.

Portsmouth Plaza. Down Washington St., a half block from Grant. Plaza of original settlement, where U. S. flag was raised in "capture" of California, 1846, center of Gold Rush era city, many historic happenings. See Robert Louis Stevenson monument and others. Hall of Justice (police) across street; little alley beside it has city morgue one side, fine restaurant on other.

● *Latin Quarter*. The friendly, jovial spirit of Latin lands warm a corner of San Francisco called North Beach, home of many of San Francisco's 53,000 people of Latin descent. Extends

north and northwest from Chinatown to the Bay; is traversed by Stockton St. bus No. 30.

Going to the quarter for dinner you may find yourself on Broadway, a main stem of the quarter. For five blocks, between Montgomery and Mason streets, it is crowded with restaurants and night spots—not all expensive. Elsewhere in the quarter are other good restaurants, continental cafes, interesting night clubs.

Exploring by day, you'll find the Quarter is warmly Italian, with admixtures of French, Basque, Spanish and Mexican. See interior decorators supply houses in early day buildings, Jackson st., between Montgomery and Sansome, St. Francis Church, est. 1849, Columbus ave., and Vallejo st., Washington Square and Church of Sts. Peter & Paul, Columbus ave. and Union st. Down avenue here see Bay and Mount Tamalpais—like Vesuvius rising beyond waters.

At Washington Square (Union st.)

one can transfer from Stockton st. bus to one for Telegraph Hill. From top (Pioneer Park and Coit Tower) see quarter framed between towered hills, stepping down slopes to Fishermen's Wharf and docks; see much of Bay, Golden Gate and city. Tower contains murals; elevator to observation gallery at top.

● *Night Life.* It's a night-owl's town, San Francisco, with a firm attachment to after-dark doings. The '49ers started it all, on their city sprees during the Gold Rush, and there were high old times later along Kearney and Market st.'s famed "Cocktail Route." Things are tamer now but the scent of adventure lingers on in the city's brisk evening air, becoming to fun, and a night on the town.

Cocktails at Twilight. Traditional here since early days, you'll find San Franciscans around you. Dignity and quiet conviviality at hotel bars and lounges, other well recognized places.

Already mentioned Top of the Mark; also visit Starlight Room, Sir Francis Drake Hotel, Powell at Sutter st.

Dining and dancing at hotels. They are gay, impeccable. Fine food, graciously served (ask about specialties), elegant decor by famous designers, dance music that pleases young and old alike.

Eating adventures. Good eating is law in San Francisco and you can dine here in just about any language. Full-course dinners in best places from \$4 to \$7 and on up, depending on cocktails and wine.

There are six types of "top" restaurants you'll want to experience: 1. American-Italian, for charcoal broiled steaks and Italian specialties; 2. "Typical Old San Franciscan", usually called "French" but more cosmopolitan; 3. Dining room at leading hotel, where chefs have been preparing dinners for presidents, kings, and plain people for generations; 4. Seafood, either downtown or at Fishermen's Wharf; 5. Poly-

WILBUR-ELLIS COMPANY

Welcomes

NATIONAL FISHERIES INSTITUTE

To San Francisco And Extends Best Wishes For A Successful Convention!

Suppliers of high quality seafood and sea products from a world-wide organization.

CANNED . . Bonito, Tuna, Sardines

FROZEN . . Shrimp, Swordfish, Scallops, Lobster Tails, Crab Meat, Icelandic Fillets

Fish Meal, Fish Oil, Fish and Shark Liver Oils, and Fish Solubles

Main Office: 320 California St., San Francisco 4, Calif.

JOHN NAGLE CO.

Receivers of

FRESH AND FROZEN FISH

OF ALL KINDS

Liberty 2-9418

BOSTON FISH PIER, BOSTON, MASS.

Wm. O. Dooms Company

WELCOMES THE NFI CONVENTION DELEGATES

FOOD BROKERS

3105 Grove Street — Oakland 9, California
PHONE OLYMPIC 4-4010
TT—OA 330

OUR BUSINESS IS
SELLING AND
PLEASING OUR
CUSTOMERS.

MERCHANDISING—DETAIL WORK

Her emotions make your sale!



• • • because today's women buy with their imagination, your frozen food wrappers must stimulate shoppers with visions of "foods to come." That's why our scientific concept of *Taste Excitement*—the use of mouthwatering serving suggestions in proper balance with colorful, distinctive brand identification—stops the shopper and makes *impulse sales* on the spot!

But modern package design is a science that requires highly specialized knowledge and experience. Call on us to create a "package personality" that adds sales-boosting *emotional* appeal to your frozen food wrappers.

*Increased Sales
... by Design!*



CROWN ZELLERBACH CORPORATION

WESTERN-WAXIDE SPECIALTY PACKAGING DIVISION

PLANTS AND SALES OFFICES: SAN LEANDRO AND LOS ANGELES, CALIFORNIA • NORTH PORTLAND, OREGON • ST. LOUIS AND KANSAS CITY, MISSOURI
SALES SERVICE OFFICES: Akron • Atlanta • Chicago • Cincinnati • Dallas • Denver • Memphis • New York City • Omaha • Salt Lake City • Spokane • Seattle

© CZ - 1242B - WW

nesian, for exotic victuals and potatoes; 6. Chinese in Chinatown.

Other good restaurants include English, Swedish, German, Austrian, French, Russian, Spanish, Kosher, Japanese, Filipino, East Indian, Moroccan, Armenian, Mexican, and of course, American.

Don't overlook the local California seafood specialties, such as rex sole, sanddabs, crab, lobster, abalone, bay and ocean shrimp, Louis seafood salad, Hangtown fry, and seafood cioppino (eat it with a bib on).

● **Golden Gate Park.** One of the world's great parks with 1,013 acres. Miles of beautiful drives, bridle paths, pedestrian trails, trees and shrubs from most of the world, paddocks with buffalo, elk, deer, lakes for model boat sailing or rowing . . . wild ducks; provisions for sports, ranging from checkers, fly casting to polo, intercollegiate and professional games; widespread collection of rhododendrons, one of finest anywhere. Conservatory—modeled after Kew Gardens, London—always surrounded by beds of blooming flowers; Garden of Shakespeare Flowers; Arboretum with exhibits from all continents. Around Music Concourse (band concerts—McAllister st. bus No. 5 to 8th ave.), are M. H. de Young Memorial Museum, Japanese Tea Gar-

den, and buildings of the California Academy of Sciences.

California Academy of Sciences. This oldest scientific institution in the West (1853) maintains a group of four buildings. One of these in particular will be of great interest to NFI delegates. That is the Steinhart Aquarium, which has one of the largest, and the most varied and interesting collection of fishes anywhere in the world. It is also one of the best lighted and artistic of aquariums.

At the *Steinhart Aquarium* at the present time are being conducted experiments with anchovies and herring as to their reaction to color and intensity of color and light. Also work is being done on problems of water pollution as it affects aquatic life, and studies are continually in progress on fish diseases.

Dr. Robert C. Miller, director, California Academy of Sciences has extended a cordial invitation to NFI delegates to visit the Steinhart Aquarium, and has stated that he would be happy to show convention visitors the work that they are doing there.

Other buildings in the California Academy of Sciences group are North American Hall—mammal and bird groups; Simson African Hall, African animals in their habitat, and on the sec-

ond floor, more than 1,000,000 mounted insects; and Morrison Planetarium—stars and planets moving in their courses, also exhibit of time measuring devices since their beginnings.

Presidio. This wooded tract of 1,540 acres, fortified since established by Spain in 1776, is now Headquarters 6th Army. Officers Club, facing main parade ground, is only survival of original adobe buildings. Interest includes scenic drive above shore and on to Lincoln Park, with its public golf course and California Palace of the Legion of Honor—one of San Francisco's three public museums, and containing wonderful paintings, tapestries, Rodin bronzes, marbles, etc.

Seal Rocks, Playland, Zoo. Cliff House overlooking Seal Rocks and ocean (on bright days see Farallon Islands, 27.3 miles offshore), is famous cocktail and dining place, Sunday brunch center, take-off point for Sky Train over ocean waters to nearby Point Lobos; adjoining is Sutro's with splendid ice skating rink, interesting and amazing exhibits from bygone days and believe-it-or-nots.

San Francisco Zoological Gardens at southern end of Great Highway, has splendid displays of birds and animals in natural settings. Nearby is Fleishacker Pool, 1,000 ft. long with six million gallons of warmed sea water.

Calvert Interests Buy Nellie Juan Cannery

Most notable salmon cannery deal in 1958, and one which would be significant in any year, was announced in March by Lawrence Calvert to the effect that The Calvert Corporation had purchased all of the physical properties located in Alaska of the Copper River Packing Co.

The acquisition consists primarily of the salmon cannery at Port Nellie Juan and its traps and equipment.

President and treasurer of the Copper River Packing Co. is J. E. Most. Mrs. Most is vice president and secretary. Despite its name, the Copper River Packing Co. does not operate on the Copper River, its properties being located on the west side of Prince William Sound, where for many years it has been a big Pink producer.

The properties acquired by The Calvert Corporation will be operated in connection with the San Juan Fishing & Packing Co. operations in Prince William Sound. These are primarily concentrated at Port San Juan, some 30 miles south of Port Nellie Juan. Each of these canneries ranked with the most important producers in Central Alaska until recent years, when Prince William Sound declined.

"Picaroto" Disabled Saved by Picket Boat

The Navy radar picket vessel *Blair* last month rescued the tuna clipper *Picaroto*, 180 miles southwest of San Diego.

Out of fuel and unable to operate her pumps, the *Picaroto* was taking water around her propeller bearing and was sinking and unable to make headway.

Blair, one of the few Navy diesel vessels, fortunately was nearby when the *Picaroto* radioed the Coast Guard in Long Beach. Four hours after her call was heard, the *Blair* approached and delivered 1000 gals. of diesel fuel to the clipper. Two hours later both craft were on their way to San Diego.

The *Picaroto* is listed in *Pacific Fishermen's* clipper roster as a 130-ft. 325-ton vessel built by Campbell. Manuel G. Rosa is managing owner.

Disabled Boat Beached

The combination boat *Morning Star*, Morro Bay, Calif., was washed ashore at Pismo Beach, Calif., after its engine quit. The 32' boat drifted 27 hours, Robert Erickson, her skipper said. He and his crewman, Glen Hutton, were unhurt.

The boat was salvaged and taken to Santa Barbara for repairs.

Calif. Fresh Fish Men Study State Institute

The fresh fish interests of Northern and Southern California last month continued their efforts to get together on a satisfactory organization and a course of action on timely issues. A statewide meeting in Monterey was followed by one in San Pedro and again in Santa Barbara.

There seemed to be no doubt that some sort of organization to present and protect the California fish industry's position before the Legislature and elsewhere is needed and should be established. The exact form that the organization should take, however, is still undecided.

Besides the formation of an industry body, the San Pedro meeting discussed at some length the possibility of a State Marketing Act for fresh fish, similar to the marketing acts governing other commodities.

Howard Miller of San Pedro acted as chairman, T. Neil Taylor of Oakland was honorary chairman, and Bert Ghio, secretary, Southern California Fisheries Association, served as secretary of the meeting. John Gilchrist, Northern California Seafood Institute, gave a comprehensive report on the Marketing Act possibilities.

PACIFIC fisherman's NEWS



Calif. Director Drives For Troll Salmon Slash

• Legislative steps to restrict the California commercial salmon catch will be recommended to the legislature of that state by the California Fish and Game Commission and the state's Department of Fish and Game.

So Director Seth Gordon, in a prepared statement, announced at the commission's recent meeting in California. He declared the state agencies would immediately recommend that the legislature "take appropriate steps to restrict the commercial catch" of salmon. As the legislature has the power to act, means by which such restriction is proposed were not suggested by the director.

The meeting also resulted in a deci-

sion not to restrict the sport salmon season or bag limit this year.

The commission dropped its previously announced intention to shorten the ocean salmon season by two months. This followed extensive testimony asking that no action be taken toward such a restriction pending a study by the newly-organized Salmon Unlimited Committee.

Ray Welsh, chairman of the committee, which includes both sports and commercial interests, told the commission his group hopes to develop a salmon conservation program satisfactory to both sports and commercial interests prior to next year's angling regulations meeting and legislative session.

W.A. Bates, Alaska Banker, Is Named On Halibut Board

• William A. Bates, executive vice president of the Miners and Merchants Bank of Ketchikan, Alaska, in March was appointed by President Eisenhower to be a member of the International Pacific Halibut Commission, succeeding J. W. Mendenhall.

Mr. Bates' appointment provides a resident Alaskan member of the commission, as Mr. Mendenhall, formerly manager of the Ketchikan Cold Storage, has lived in California for several years.

The new commissioner is a widely known Alaska businessman, intimately familiar with the halibut industry, but without direct connection with it.

R. Hammer Again Heads Fishermen's Cooperative

Reidar Hammer was re-elected president of the Fisherman's Cooperative Association, Inc., Seattle, for the year of 1958. Harry J. McCool was re-elected vice president and Bert G. Johnston secretary-treasurer.

Four positions on the Board of Trustees were filled at the regular annual stockholders meeting held at Seattle in February. Henry Parpart, Dan Hjort of Seattle and Kris Kyvik of Aberdeen, Wash., were re-elected to a three year term. Richard Haugen of Seattle was a new member elected to serve for one year.

Harold Graham of Port Angeles is the seventh member of the board which will direct the association's activities for 1958.

Farvels Tag—April 20 Halibut Fleet to Sail in Style

• Seattle's halibut fleet will sail in style April 20, "Farvels Tag"—Farewell Day—under plans worked-out by the Halibut Fishermen's Wives Association as one of the features of its fourth season of focusing attention on this colorful fleet and its flavorful product.

Bound for sea, the vessels of the fleet will mass in the Chittenden Locks at the entrance to the Lake Washington Canal, which will be devoted to the pageant for a period from 3 o'clock.

Farvels Tag program calls for a colorful ceremony of Norwegian costume dances, the ceremonial of the Halibut Queen's court, choral singing, brief official addresses, and the prayers for fortune and safe return.

Arrangements are in the hands of a committee headed by Mrs. John Jorgensen, which also is planning a luncheon and fashion show for April 30; and a Halibut Queen's Banquet and dance May 23, on the eve of the closing of the Fourth Annual Halibut Week.

(Continued to page 27)

Sardines Spawning Early Off South California

Sardines were spawning much earlier than usual this spring in the areas around Pt. Conception, according to a preliminary examination of plankton by U. S. Bureau of Commercial Fisheries.

The early spawning, which is described as light to moderate, may be

due, it is said, to the comparatively warmer temperatures prevailing in those waters this season. This seems to be another sign pointing to a recovery of the sardine population off the California coast. Scientists have declared there is evidence that the 1957 class of sardines could be one of the largest and sturdiest in ten years, with the possibility that this one class could start a substantial recovery of sardine stocks.

Trawler Tows Foundering Crabber to Safety

The foundering San Francisco crab boat *Rose & Frank*, skippered by Carmelo Caramagno, San Francisco, was towed into port by the trawler *Sal C.*, skippered by Angelo Costanzo. A Coast Guard cutter went to the rescue when *Rose & Frank* developed trouble five miles south of Seal Rocks, but *Sal C.* already had her under tow.



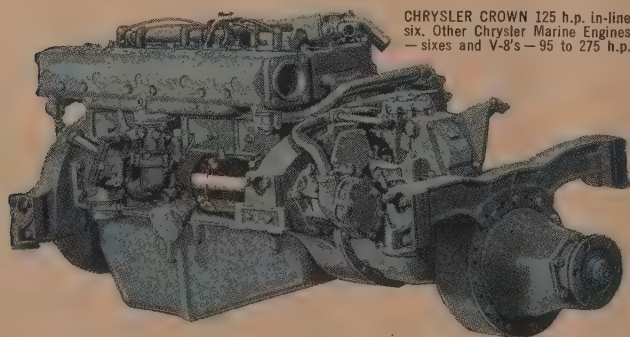
NELSON BROS. FISHERIES, LTD. wharf and nets with three Chrysler-powered gill net boats in the background.

**Vancouver, B. C.
Fisheries report:**

**more Chrysler
Marine Engines
in use than
all other makes
combined**

WHY the overwhelming preference for Chrysler Engines? Dependability is a big reason. Staying power is another. For example, some of the Chrysler Engines in these Vancouver, B. C. fishing fleets have been working under the roughest, most demanding conditions for as long as a dozen years — *without a major maintenance problem*. That's some performance record. Add all 'round economy, no-extra-cost features, fast service, rapid parts availability . . . and there's your answer.

For detailed information see your **Chrysler Marine Engine Dealer** or write **Dept. 4N Marine Engine Division, Chrysler Corporation, Detroit 31, Michigan**.



CHRYSLER CROWN 125 h.p. in-line six. Other Chrysler Marine Engines — sixes and V-8's — 95 to 275 h.p.

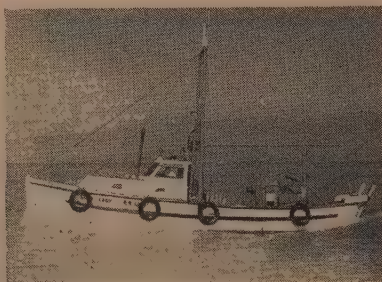
America's No. 1 Marine Engine

CHRYSLER

MARINE ENGINE DIVISION • CHRYSLER CORPORATION



"LADY-L" owned by John Robinson, operated for **FRANCIS MILLERD & CO. LTD.**, powered by Chrysler Crown Engine.



LOYAL LADY owned by M. Matsumura, operated for **BRITISH COLUMBIA PACKERS, LIMITED**, powered by Chrysler Crown Engine.

United Fishermen of B. C. Re-Elect Chief Officers

• Principal officers of the United Fishermen and Allied Workers' Union, representing most of the fishermen in British Columbia, were re-elected by acclamation at the organization's 14th annual convention in Vancouver in March.

H. Steve Stavenes continues as president; T. Buck Suzuki as vice president; Mrs. Mickey Beagle as second vice president. Homer Stevens continues as secretary-treasurer and Alex Gordon as business agent.

Before the present union was organized Mr. Stavenes served first as vice president and later as president of the United Fishermen's Federal Union. He is a big boat halibut and salmon-herring seine fisherman.

Mr. Suzuki, a Sunbury gillnet fisherman, is now in his third term as vice president. Mrs. Beagle, who lives in New Westminster, is serving her fourth term. Mr. Stevens, a gillnetter and trawler before becoming general organizer for the fishermen, was first elected secretary-treasurer in 1947. Mr. Gordon has served in his present capacity since 1945.

Sixteen members were elected to the union's general executive board.

They are: Harry Allison, Wally Paulik, Pete Pavelich and Dave Rutka, Vancouver big boat fishermen; Ed

Bertram, Jack Cook and Bert Goddard, Vancouver shoreworkers; Adelaide Ratchford, James Hogan and Verna Parkin, shoreworkers, and Joe Yarmish, gillnet fisherman, all from Stevenson; Andy Jacobsen, gillnetter, Woodwards Slough; Elmer McEachern, gillnetter, Fort Langley; Hideo Onotera, gillnetter, Sunbury; Reg Payne, troller, Sidney; and Charlie Schule seiner-gillnetter, Nanaimo.

In addition, a three member board of Trustees was elected consisting of George Carpenter, halibut fisherman and gillnetter from Nanaimo; Erik Likness, halibut fisherman and seiner from Vancouver and Ben Smith, Ladner gillnetter.

Fishermen's Fiesta Will be Skipped This Autumn

• There will be no Fishermen's Fiesta at San Pedro in 1958.

The decision to skip the celebration this year was made by the San Pedro Chamber of Commerce, sponsor of the annual event, after a committee composed of George Bradbeer, Ira Kaye and Mason Case had canvassed the boat owners and come to the conclusion that due to present difficulties in the industry, the skippers couldn't commit themselves to preparing and entering their vessels in the Fiesta next Fall.

However, it was said, there will undoubtedly be some sort of a celebration, although on a less pretentious scale than formerly. Instead of staging a public spectacle, the fishermen may get together on a sort of family basis for a less formal, but no less gay, boat outing.

Seine Extension For Fuca Strait Gets Turned Down

Proposal of the Canadian fisheries department to extend the maximum length of salmon purse seines in the Straits of Juan de Fuca from 300 fathoms to 350 fathoms has not been approved, and accordingly the length for pure seiners will continue to be 300 fathoms in that area. In other waters of the province the maximum length of pure seines will remain at 220 fathoms.

Farvels Tag

(Continued from page 25)

• The Halibut Fishermen's Wives Association is devoted to the development of wider appreciation among other home makers of halibut as a food delicacy.

They seek to do by many means of encouraging the use of halibut, and also its use in the best way. They are particularly interested in disseminating recipes which have proven particularly zestful.

Mrs. Carl A. Johnson, president of the association, frames its prime purpose thus: "To promote halibut as a seafood of special qualities and to encourage its use in ways which will develop the acceptance and appreciation which it deserves."

Other officers of the association include: Mrs. John Olsvick and Mrs. Conrad Molvik, vice presidents; Mrs. John Lockwood and Mrs. Elmer Martens, secretaries; Mrs. Olav Larsen, treasurer; Mrs. Ole J. Strom, sergeant-at-arms; Mrs. Karl Kaldestad and Mrs. John B. Iverson, trustees.



APRIL, 1958 .. Volume 56 .. Number 5

DeWitt Gilbert Editor
Stuart F. Leete..... Associate Editor
Charles L. Shaw..... Canadian Editor
Raul Rodriguez..... Associate Editor
A. W. Ponsford Southwest Mgr.

A Miller Freeman Publication

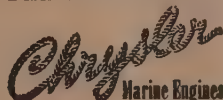
William B. Freeman President
Lawrence K. Smith.... Vice-President
Miller Freeman, Jr.... Secy.-Treasurer

Publication Office
534 S.W. Third Ave., Portland, Ore.
Capitol 3-6348

Editorial & Advertising Offices
71 Columbia St., Seattle 4, Wash.
MAIN 1626

DISTRICT OFFICES
370 Lexington Ave..... New York 17, N. Y.
Murray Hill 3-9294
1791 Howard St. (Rm. 308)... Chicago 26, Ill.
ROgers Park 4-3420
402 Pender St. West..... Vancouver, B. C.
MARine 7287
3501 Eagle Rock Blvd..... Los Angeles 65
CLinton 5-7194
500 Howard St..... San Francisco 5, Calif.
EXbrook 7-1881
315 No. Avalon Blvd..... Wilmington, Calif.
TErminAl 4-4538

KETTENBURG
Distributor--Sales--Service--Parts



Builders
of 14', 16'
& 18' Tuna
Tenders - -
Chrysler
Powered

KETTENBURG'S famous "K-38"
Albacore and Combinations
KETTENBURG BOAT WORKS
Box 65, Point Loma, San Diego 6

CHRIS-CRAFT ENGINES
MICHIGAN WHEELS
BENDIX ELECTRONICS
EVINRUDE Outboard Motors

BRYANTS
Marina

1117 E. NORTHLAKE ME 2-6900
SEATTLE

THE FISHERMAN'S YARD

24-HOUR SERVICE • REPAIRS
1000-Ton Drydock • Marine Railways • Complete Shops
HARBOR BOAT BUILDING CO.
Fish Harbor - Terminal Island, California

Cartelization Castigated

As the Source of Tuna Ills

By Medina to Eisenhower

● Cartelization of Japan's export tuna trade is bluntly blamed for the troubles of the American tuna producer—the man who catches fish—and of the Japanese tuna industry generally in a letter directed to President Dwight D. Eisenhower by Capt. M. Machado Medina, president of the American Tunaboat Association, San Diego, whose membership includes almost two-thirds of the United States' tuna vessels of clipper size and type.

Triggering the letter was a report from Washington that the Department of State was preparing to work out a deal with Tokyo by which the Japanese would voluntarily limit and control exports of tuna to the United States.

Declaring that such voluntary controls, imposed unilaterally by Japan, "have brought us to our present critical condition," the American Tunboat Association implacably opposes any deal based on such an arrangement.

Reasons for the position, and in support of the alternatives suggested, are set forth exhaustively in 36.5 pages of single-space typewriting.

Alternatives

● The A.T.A. does not condemn a program of export control through cartelization without offering alternative suggestions; three of them.

1. "We seriously suggest that a proper and satisfactory solution of this problem can best be achieved through legislation adopted by the United States Congress". The A.T.A. further supports categorically the "Tuna Import Act of 1958" introduced by Congressman King of California.

2. "Similar objectives may be capable of attainment in a negotiated agreement between the two countries, signed by both countries, covering all forms of tuna."

3. "There is quite another method of resolving this difficult problem without disturbing the diplomatic tranquility as much as a discussion of tariffs and quotas always seems to do—and that is the provision of a reasonable, flexible operational subsidy to domestic, American-manned, tuna fishing vessels."

"Minimum Criteria"

● Essentials of a solution either by legislation or negotiated bi-lateral agreement between the two govern-

ments are listed by the A.T.A. as:

"(1) The overall volume in tuna trade with Japan need not be cut back below the average of the past five years.

"(2) Room for the expansion of the volume of tuna trade between Japan and the United States may be provided, consonant with the increase in consumption of tuna in the United States.

"(3) All forms of tuna should be comprehensively covered so that new products solely designed to exploit loopholes in the controls cannot be devised.

"(4) Equivalent tariffs should be borne by each tuna commodity so that one section of the industry in either country will not be benefitted over the other, which is so patently the case now between the duty-free status of frozen tuna, the nominal duty on loins and discs, the modest duty on tuna canned in brine, and the higher duty on tuna canned in oil.

"(5) Loopholes in the customs laws that permit the landing of fish by foreign flag vessels in American possessions and ports, or by foreign-manned American flag vessels, should be plugged."

The Promise, and Cost

● Captain Medina tells the President in his letter that the A.T.A. is convinced such a program will: strengthen the United States' market for tuna; put the American tuna fleet and tuna packing industry in sound financial condition; keep Japan's dollar earnings in its tuna trade from shrinking; restore soundness to the economy of the Japanese tuna fleet, and adds—

"All of this can be done without cutting back the exports of tuna from Japan to the United States by a case or a ton, and by not increasing the cost per can of tuna to the American housewife by more than 2c per can, if that much."

A Look Backward

● The Medina-Eisenhower letter reviews the history of the tuna trade in Japan, in the United States, and be-

tween these two countries since 1951, as it is viewed by the A.T.A.

Particularly interesting is the discussion of the Association's 1957 venture into auction selling at a time when it had 9,000 tons of unsold tuna in port, for which the auction quickly found sale, although at a sacrifice of \$40 per ton below the cooperative's former base prices.

Of subsequent auction sales the Medina letter says:

"As a consequence of initiating this system of auctioning, the prices of our catches have become closely responsive to world tuna prices, which are largely controlled by the price received by the Japanese tuna fishermen for their catches. At first the prices stayed low. Then they edged upward to very near the levels of 1956 and early 1957. Now, in March, 1958, they have edged just above that level.

And a Look Ahead

● As to the future, the A.T.A. has this to say to the President:

"We anticipate that this summer when the normal flood of tuna from Japan hits this market the auction prices of our catches will go down, but this time instead of being stopped in our fishing because of contractual obligations and similar relationships with our customers, we intend to keep on fishing and our prices will move with the prices of the Japanese imports. We no longer have contracts and similar relationships with our customers. We believe that the result of this steady fishing by us regardless of price will be profound change in the relationship between the Japanese fishermen and us in this market. We do not expect to make money, but we do expect to share the burdens with them. The result will be intensified economic warfare. . . .

"The welfare of the whole tuna industry in the United States hinges upon the outcome. . . . To the extent that the tuna fishing industry survives, the United States tuna industry as a whole will survive. . . .

"When the domestic fleet is finished, the canners are out of business."

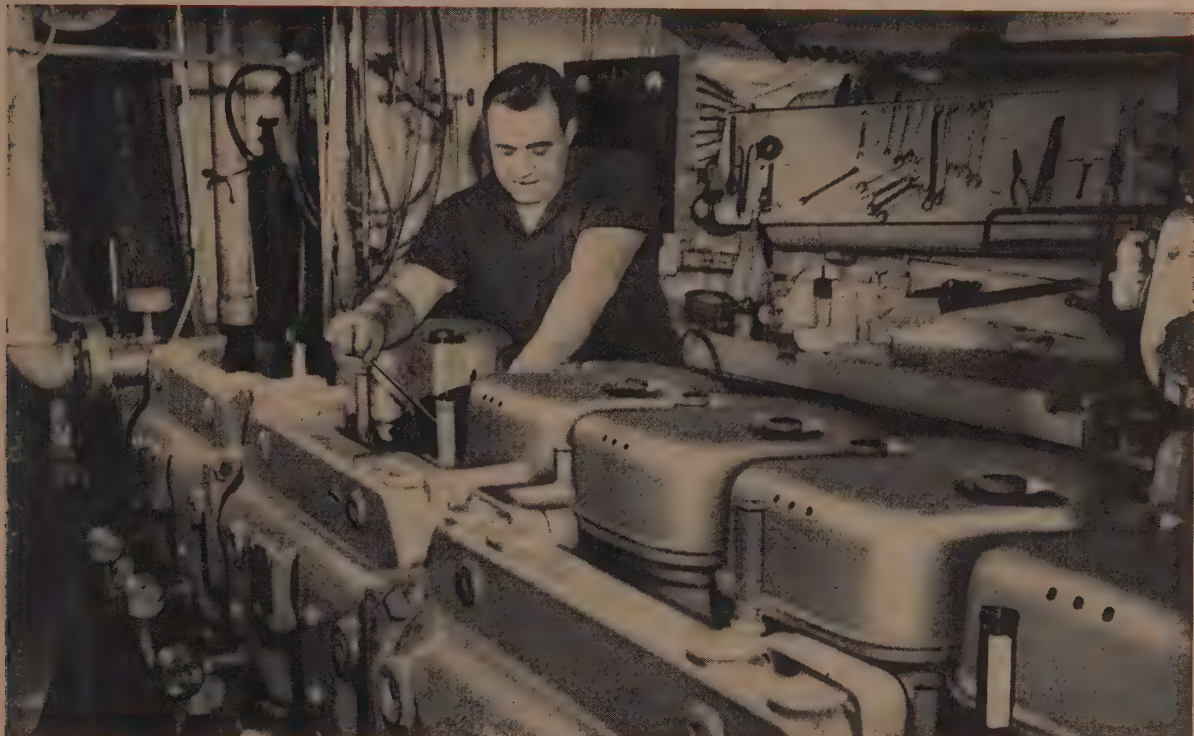
STANDARD ENGINEER'S FIELD REPORT

PRODUCT

RPM DELO OIL

APPLICATION MV ENDEAVOR
Monterey, California

No stuck rings in 10 years using RPM DELO Oil



John Genovese, (above) Captain of purse seiner MV Endeavor, reports, "We've used RPM DELO Oil for over 10 years without having a piston ring stick or clog. At time of last engine inspection there was

no carbon build-up, no sludge or deposits of any kind. We are thoroughly satisfied with the performance of RPM DELO Oil." Main engine of the 86-ft. Endeavor is a 250-hp Enterprise diesel.



MV Endeavor, carries crew of 12, stays out as long as 90 days on fishing trips into Mexican waters... goes as far South as Peru. She has capacity for catches of 110 tons of tuna, 150 tons of sardines or mackerel. Auxiliary power for refrigeration is supplied by a Caterpillar engine which also uses RPM DELO Oil.

TRADEMARK "RPM DELO" AND "CHEVRON" DESIGN REG. U.S. PAT. OFF.

Why RPM DELO Oils reduce wear—prolong engine life

- Oil stays on engine parts—hot or cold, running or idle
- Anti-oxidant resists lacquer formation
- Detergent keeps parts clean
- Special compounds prevent corrosion of bearing metals
- Inhibitor resists crankcase foaming



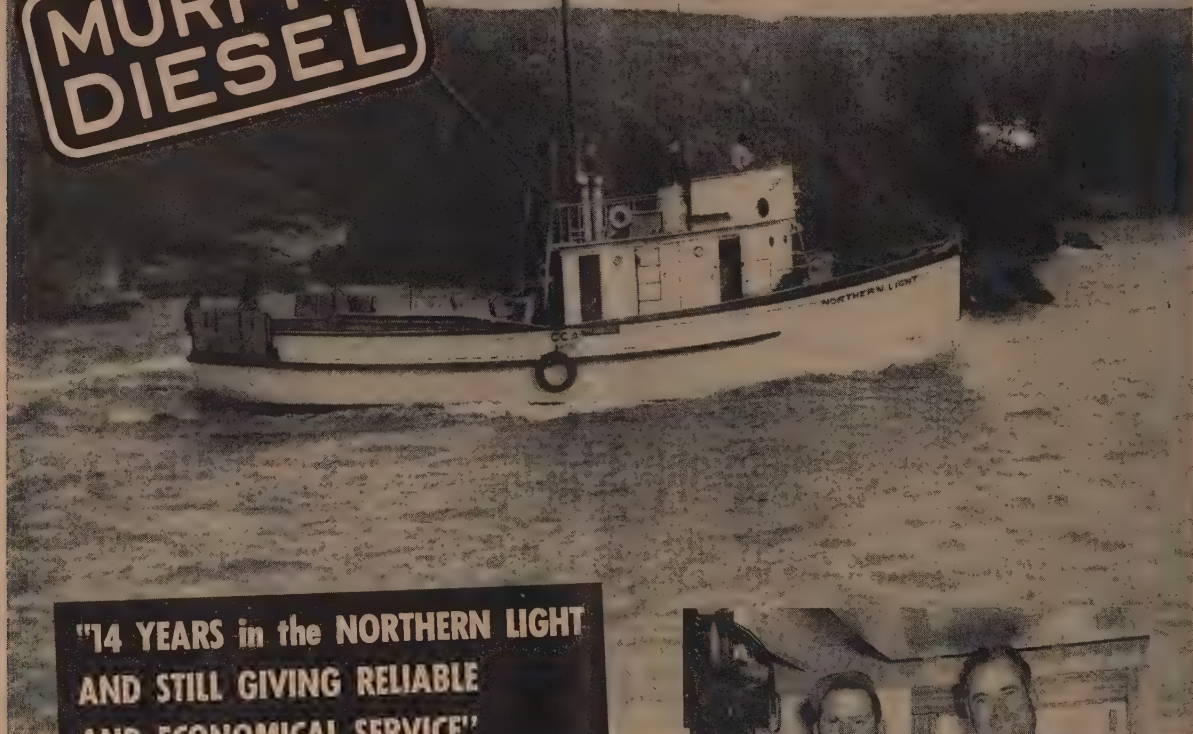
For More Information contact your Standard Engineer or Representative, or write 225 Bush Street, San Francisco 20, California.



STANDARD OIL COMPANY OF CALIFORNIA

**MURPHY
DIESEL**

... **Proof of reliable power**



That's what Harry, Rex, and Angelo Urbani say about their Murphy Diesel. When the Northern Light was built in 1944, she was powered with a Murphy which, the Urbani brothers say, "is still going strong although it is operating at full load all the time and practically every day."

There's no better evidence of satisfactory engine service than the experience of men who make their living from the sea. Ask other owners about Murphy Diesel's long, trouble-free life . . . dependability that gets you out to the fishing grounds and back, with confidence . . . exclusive Murphy features that mean real fuel economy and low maintenance costs. Your Murphy Diesel Dealer can give you additional information about how you'll benefit. Call him today!

MURPHY DIESEL COMPANY

5301 W. Burnham St. Milwaukee 14, Wisconsin



Harry (left) and Angelo Urbani, co-owners, with their brother Rex, of the Northern Light. The 50-foot trawler, with a 14-foot beam, is fishing for bottom fish out of Noyo Harbor, Ft. Bragg, California. She's powered by a 1200 RPM 150 HP (continuous) Murphy Diesel which swings a 38 x 30 propeller.

Heavy-Duty Power for fishing

Propulsion engines and auxiliaries from 96 to 243 HP; marine type generator sets from 64 to 165 KW.

**MURPHY
DIESEL**

SEE YOUR MURPHY DIESEL DEALER, TODAY—

Seattle 7, Washington
ALASKA-PACIFIC SUPPLY CO.
2412 Market Street

San Francisco 9, California
OSWALD MACHINE WORKS
2936 Hyde Street

San Diego 12, California
NATIONAL STEEL & SHIPBUILDING CORP.
Harbor Drive at 28th

Vancouver 10, B.C., Canada
NORTHERN ENGINE & EQUIPMENT (B. C.) LTD.
2126 Yukon Street

Canadian Cannery Bid for Fish With Cards on the Table

• In their hope to avoid needless conflict and delays during what should be a big salmon year in British Columbia, the packers laid their cards on the table this spring in their approach to the fishermen. As members of the Fisheries Association of B.C., they unitedly urged a realistic appreciation of the industry's economic position.

Spokesman for the association in presenting the packers' case to a joint meeting of the union executive board, the executive of the Fishing Vessel Owners Association and senior members of the packing companies was Bob Payne, general manager of J. H. Todd & Sons.

The meeting was timed to precede the annual meeting of the fishermen's union.

"We, as an industry, have three major factors to consider—an extraordinary Sockeye run in 1958; a large carryover of Cohoes, Pinks and Chums; and disturbed markets," said Mr. Payne, who reviewed each of these factors in some detail.

"Unusual abundance will tumble called Sockeye prices which in turn will drop the raw fish price," said Mr. Payne. "Much of the pack will have to be carried over into 1959. Tight money and the additional cost of warehousing and financing will add to the downward price pressure. Bank loans are the highest in history, even without the Sockeye pack. Financing the pack to avoid chaotic marketing will be an enormous problem."

• So far as inventories are con-

cerned, the industry has large unsold stocks of Pinks, Cohoes and Chums in the warehouses, and as of February 28 there was on hand more than a year's supply of Cohoes, two-thirds of a year's supply of Pinks and Chums.

Market after market has been closed to B.C. salmon either by lack of dollars or Japanese competition, according to the Fisheries Association statement. New Zealand, which averaged about \$1,700,000 per year, was recently lost due to a change in currency regulations. European markets are open to the full impact of Japanese competition, and Japan now has on hand more than 400,000 cases of unsold, low-cost sockeye. Japanese Pink salmon is currently underselling the B.C. product in Europe by \$3 a case.

"The United Kingdom is our only appreciable remaining export market," reported Mr. Payne. "It consumes Sockeye. The U. S. does not consume a significant volume of Canadian Sockeye. It will produce a large volume in 1958, however, and since the U.K. licensing system is for the whole of North America as a unit, U. S. supplies will compete with ours for licenses."

"Thus the Canadian market must absorb the lion's share of our production. The downward trend of Canadian Sockeye sales volume from 412,000 cases in 1953-54 to 287,000 cases in 1956-57 will be reversed. Canada must absorb in 1958-59 about 1½ times the 275,000 cases it absorbed in 1957-58. This trend re-

versal will demand slashes in domestic canned prices."

• Prices of salmon species other than Sockeye have already fallen. For instance, recent domestic decline since December have been \$3 per case for Coho; \$2 per case for Pinks and Chums. This represents 4, 3 and 3 cents per pound, respectively, of raw fish.

Here is how the association sums up the market situation by species:

1. *Sockeye*—Exceptional projected abundance. Strong export competition. Inescapable major price cuts to move the anticipated volume.

2. *Coho*—An overpowering inventory. Slow movement. Recent price cuts ineffective. Further cuts likely.

3. *Pinks*—A large inventory; export markets closing. Recent canned price cuts.

4. *Chums*—A large inventory. Export markets closing. Recent price cuts.

The association announced that, after consideration of all these factors, it was prepared to commence operations this season on the basis of the following prices: Sockeye, 23c per pound; Coho, 13c per pound; Pinks, 8½c per pound; Chums, 6½c per pound.

It was emphasized that, although prices will be lower this year than in 1957, total fishermen's incomes will be up by two to four million dollars. Increases in the Sockeye proportion of the pack will raise seine and gillnet fishermen's incomes 15% to 30% over 1957.

STARR NYLON NETTING

Best "Catch Insurance" You Can Buy

Stocked and Distributed by
CONSOLIDATED NET & TWINE CO.
 Fisherman's Terminal
 SEATTLE 99, WASHINGTON



A. M. STARR NET CO.
 EAST HAMPTON, CONNECTICUT

The Standard of Quality

- Drag or Trawl Winches of all types and sizes
- Purse Winches for all types of seiners
- Heavy duty Dandeline Blocks, Purse Blocks, Crab Blocks, Purse Davits, Stern Davits, Drag Doors
- Anchor Winches for boats 40 ft. and over

Is the Northern Line

Built by
Tacoma Boatbuilding Co., Inc.

Arne Strom, Owner
 132 Sitcum Waterway, Tacoma 2, Wash. Phone: Market 8138

NEW BOAT?

Be sure we have the right listing

When you buy a new boat, you'll want it equipped with radiotelephone—and ship-to-shore service. Be sure you're listed with our Marine Operator, so calls from shore can reach you fast.

And be sure your radiotelephone equipment meets all your needs. For instance, if you want short-range communication (up to 25 miles), low-interference VHF Service is just right for you. You can get VHF with "Selective Signalling." This device screens calls to your boat . . . You'll only hear the calls meant for you!

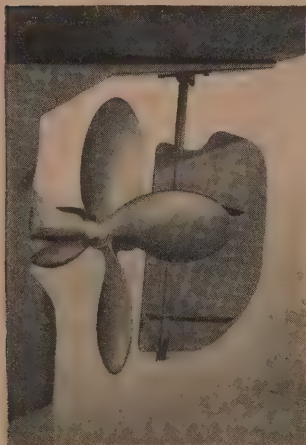
Check with us for the latest information on ship-to-shore service along the Pacific Coast. We're always ready to help you.



Pacific Telephone

AGAIN!

**DIESEL ENGINE SALES, INC. CHOSE A
COLUMBIAN PROPELLER FOR THEIR 700th TRAWLER**



50 x 34 Columbian propeller on the "Caribbean Sea," 67 ft. shrimp trawler built for Sahlman Seafood of Tampa, Fla.

**THE TOUGHEST, STRONGEST,
LONGEST LASTING PROPELLERS
IN THE WORLD ARE
COLUMBIANS**

Perfectly balanced and precision-built of **ELECTRALLOY**, the finest propeller metal in the world — specially developed by Columbian for superlative **STRENGTH**, top **RESISTANCE** against corrosion, and high **REPARABILITY**.

You can profit by having a Columbian wheel at the "business end" of your boat! Write for information to Columbian Bronze Corp.



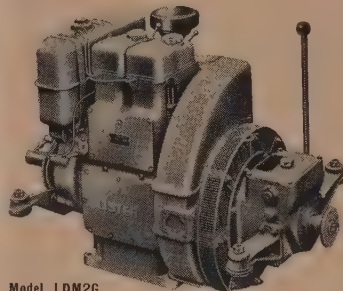
**COLUMBIAN
BRONZE CORP.**

FREEPORT, L. I. NEW YORK

Powering or Repowering . . .
Fishermen definitely are sold on

AIR-COOLED SMALL DIESELS

by *Lister*



LOW COST
IMMEDIATE
STARTING
SAFE
OPERATION
TRUE
HORSEPOWER
ECONOMICAL
RELIABLE

Model LDM2G
2 cyl. with reverse gear.

Model LDM-1. 1 cyl. *3 1/2 HP at 1800 RPM. Only 24 1/2" high, 22" wide
Model LDM-2. 2 cyl. **7 HP at 1800 RPM. Only 28" high, 25" wide
* 5 HP Gross Rating ** 10 HP Gross Rating

Underwriters' approved for below deck operation. Built to Lloyd's requirements. Service & parts in principal ports. Lister Diesels (3 1/2 to 600 HP) for years have provided auxiliary power for 3/4 of New England's fishing fleet and for countless craft coast to coast and the world over.

**WRITE FOR 2 INFORMATIVE BROCHURES: "APPLYING
AIR COOLED POWER" & "WHAT SPEED TO EXPECT"**

Distributorships available in some areas

LISTER-BLACKSTONE, Inc.

42-32 21st Street, Long Island City 1, N. Y.

Tel: Stillwell 6-8202

SEATTLE DISTRIBUTOR:

MARINE EQUIPMENT COMPANY, 5438 Shilshole Ave., Seattle

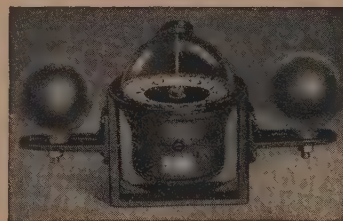
CALIFORNIA DISTRIBUTOR:

CROFTON COMPANY: San Diego • San Pedro • Newport Beach

In Canada:

Canadian Lister-Blackstone, Ltd., 1921 Eglinton Ave., E., Toronto 13, Ont.

BUILT TO TAKE IT!



CONSTELLATION COMPASS IN STANDARD YOKE

A durable, heavy-duty, extremely-practical bracket, especially designed for work boats. Requires very little mounting space. Available with 5", 6", 7", 8" compasses.



K-W BRACKETED CORSAIR COMPASS

- Our most popular model for small boats
- Over 38,000 in use
- High performance at low cost
- Built-in corrector system
- Special red lighting
- Versatile mounting bracket
- Half point card also available

\$35

MANUFACTURED BY

WILFRID O. WHITE & SONS, INC.

178 ATLANTIC AVE., BOSTON 10, MASS.

"Sit-Down With the Japanese Unions And See What You Can Work-Out"

—Machinists International Expert Tells
Joint Labor Fish Conservation Meeting

• Japanese Fishermen's Union members within a month expressed a strong desire to sit-down with their opposite numbers in the American union, with an equally strong conviction that an understanding by which the fishery resources of the North Pacific could be conserved and utilized without being destroyed.

So Rulph Faupl, international representative of the International Association of Machinists told the Joint Labor Conference of the Natural Fisheries Resource in Seattle March 21.

The conference was sponsored by unions interested in promoting the conservation and propagation of the Alaska fisheries, together with the American Labor Educational Service.

• Mr. Faupl said he had been in Japan personally only a few weeks before and had discussed the problem of destructive fishing of North American salmon stocks with responsible leaders of the Japanese Fishermen's Union affiliated with "Zembro, the anti-communist Japanese labor group."

He reported that the fishermen's unionists believed that such a conference could be highly effective, particularly if it was backed by another between American and Japanese packers. (Mr. Faupl's confidence did not appear to be shared by many of his hearers.)

• Featured speaker at the conference also came from the national capital and was Leon Keyserling, consulting economist, who was chairman of the Council of Economic Advisors during the Truman Administration.

Mr. Keyserling's address dealt primarily in economic generalities and he avoided offering any specific solution for the North Pacific fishery problem. He appeared to take the view that the North Pacific fishery problems were economic only, and that the national government should give the Pacific fishing industry economic redress—he avoided the term "subsidy," saying it was distasteful to him—for any damage which it suffered.

Consensus of their hearers seemed to be that Mr. Keyserling and Mr. Faupl both failed to grasp the biologic and conservation aspects of the Pacific fisheries problem. Frequently allud-

ing to the matter as economic only, they seemed to sweep the salmon resource and the industry it supports into the "expendable" category, always with the understanding that the national government should compensate the industry for damage it might be suffering.

• Other speakers on the Joint Labor Conference on Fisheries Conservation were: Clinton W. Atkinson, chief of U. S. Pacific Salmon Investigations, who discussed the scientific researches being done by the American Section of the North Pacific commission; Herald O'Neill, executive secretary, Association of Pacific Fisheries, who discussed the pending diplomatic and legislative corrective measures; and DeWitt Gilbert, editor of *Pacific Fisherman*, who discussed the treaty, the commission it creates, its responsibilities, and the objectives of the American Section.

Robert E. Johnsen of the International Association were introduced by Milo Moore, Washington Director of

Fisheries; George Johansen of the Alaska Fishermen's Union; Capt. John M. Fox of the Masters, Mates and Pilots.

B. C. Union Asks Action To Curb Japanese

Organized fishermen in British Columbia have sent a memorandum to the provincial government urging action towards curbing the operations of Japanese fishermen in the North Pacific on the ground that "the very life of the fishing industry is at stake."

In its brief to the government, the United Fishermen and Allied Workers Union contends that there has been a rising tide of bitterness in B. C., Alaska and the state of Washington as a result of evidence that fish stocks have been reduced as a result of Japanese operations in mid-Pacific.

It is claimed that the Japanese high seas salmon catch in the Aleutian area has increased from 2,118,609 fish in 1952 to 50,456,576 last year, and that North American salmon catches have



High level North Pacific salmon talks between U. S. and Japan, and early Congressional action to assist fisheries industry, were discussed when Mrs. Harriet Olsen, left, and Mrs. Muriel Lund met in the national capitol with Senators Henry M. Jackson and Chairman Warren G. Magnuson of Senate Interstate and Foreign Commerce Committee. Both Mrs. Olsen and Mrs. Lund are from Seattle and represented the Association of Wives of Commercial Fishermen.

decreased from 201,770,000 pounds in 1951 to 134,450,000 in 1955 from 151,130,000 in 1952 to 116,980,000 in 1958, and from 190,810,000 pounds in 1953 to 135,850,000 in 1957, the years being cited according to cycles.

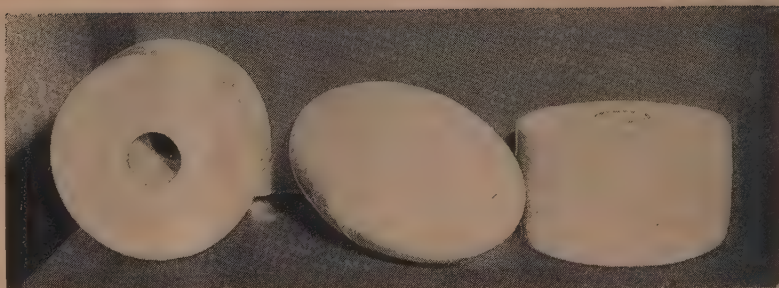
The fishermen also urged the government to maintain its opposition to the building of power dams on salmon rivers, suggested early action on an agreement to develop the Columbia and voiced opposition to proposed diversion of the Columbia into the Fraser because of the possibility of affecting fisheries on the latter river.

Norwegian Plastic Floats Hold Buoyancy at Depth

Proven for over three years in the strenuous service of the Norwegian sea fisheries, "Plarex" plastic floats in two shapes and two types in all commercial sizes are now being offered in this country through Canor Plarex, Inc., with Seattle headquarters at 2614 Western Ave., Phone MA 4-3006. The corporation also has a New York office.

Jan Koren is general manager, with supervision over the Seattle office and that in Vancouver, B. C., where Canor Plarex Industries Ltd. are established at 1950 West 16th Ave.

The Plarex floats are manufactured



Buoyancy-retaining qualities of these Norwegian-made "Plarex" floats is said to be remarkable, with the "deep sea" type rated at no loss of buoyancy in service to 480'. They come in two shapes in all commercial sizes.

in Norway by Helly J. Hansen, A.S., Europe's largest manufacturer of waterproof clothing under the Plarex brand. This clothing is also sold throughout the United States and Canada with sales offices and warehouses in New York and Montreal.

The Plarex floats are manufactured in egg and cylindrical shapes, each in all commercial fishing sizes. In addition, they are in two types: "deep sea" and "surface."

The "deep sea" type is said to operate to depths of 500' without loss of buoyancy. At 570' a loss of only 10% is noted. The "surface" float is said to retain full buoyancy to a depth of 200'.

The plastic of which Plarex floats are made is completely resistant to

chemical action of oils, paint, solvents, acids, etc., and to the effects of temperature. The floats are said to resist distortion under depth pressure and to be almost unbreakable under any mechanical stress encountered in the heaviest fishing service.

The floats have stood up notably under the arduous service in the deep-water cod seining on the Lofoten grounds, considered some of the severest duty that can be required of floats in commercial fishing.

Standard Gains Space

Standard Fisheries, Inc., Fishermen's Wharf, has rearranged its filleting room with the net result of more space.

Outfit Your Boat with

Bendix

MARINE EQUIPMENT

TRANSISTORIZED POWER INVERTERS

AUTOMATIC DIRECTION FINDERS

DEPTH INDICATORS

MARINE RADAR

DEPTH RECORDERS

PORTABLE GENERATORS

AUTOMATIC PILOTS

RADIO TELEPHONES

For your safety and pleasure demand the best. Bendix — the name millions trust — offers you the finest, most complete line of Marine Electronic equipment.

Manufactured by Pacific Division, Bendix Aviation Corp., North Hollywood, Calif.

THE HOUSE OF FRIENDLY SERVICE

NORDBY

SUPPLY COMPANY

FISHERMEN!

NORDBY'S

For

QUALITY

PAULS NETTING

WALL'S BUOY LINE

SHRIMP TRAWLS

BOTTOM TRAWLS

SPONGEX FLOATS

HALIBUT GEAR

NORWAY POLYFORM BUOYS

Clean Up With PETTIT Marine Paints

FISHERMEN'S DOCK

SEATTLE 99, WASHINGTON

GA 9607

SCOPE and SOUNDER

Monthly digest of present-day pioneering methods and equipment in world fisheries.

By PETRALE

Shimada Traces Main Tuna Producing Areas

● Analysis of the California tuna bait-boat and purse seine operations for tuna by Dr. Bell Shimada, scientist on the staff of the Inter-American Tropical Tuna Commission, reveals some interesting data on the distribution of the principal species produced by these fleets.

Bait boats fish a vast area along the Pacific Coast of North and South America extending from the U. S.-Mexico border south to the vicinity of Central Peru. Offshore, tuna bait boats fish the waters adjacent to Clipperton Island, the Revilla Gigedo Islands, and the Galapagos Islands. Records taken from log books indicate that the waters off the lower California Coast, the Revilla Gigedo Islands, the Gulf of Tehuantepec, the Central American mainland coast, northern South America and the Gallapagos Islands have been the most productive regions for bait fishing. Because of the dependence of bait boats upon in-shore bait fishes, most operations are carried out within 200 miles of land when not fishing near outlying islands.

The major areas for purse seine operations are off Lower California and in the Gulf of California. The seine boats exploiting these grounds all op-

erate out of California ports. Because of their limited operational range and carrying capacity, many vessels operating in the southern waters put into Panama or elsewhere for provisions. Their catches are commonly transhipped from these ports to the United States. In recent years, there has been an increasing tendency for purse seiners to transfer their base of operation entirely to Latin American countries. Most of these transfers have been to Peruvian ports. The only off-shore area where consistent catches are made by seiners is in the waters around the Revilla Gigedo Islands.

Washington Cod Tagging

● Biologists from the Washington Department of Fisheries, working aboard the U. S. Bureau of Commercial Fisheries vessel *John N. Cobb*, tagged and released nearly 1,150 True Cod during the last two weeks of February.

Tagging was done in the vicinity of Port Townsend and Port Angeles with plastic spaghetti tags and experimental dart tags.

Because of the bloating which may occur when the fish are brought to the surface, it was necessary to make an incision in most of the fish in order to release the expanded gases.

In addition to the Truce Cod, about 100 sablefish were tagged.

Election May End Union Civil War

The San Pedro waterfront was enlivened in March by loud-speaking cars cruising along the docks broadcasting electioneering messages for candidates for union posts in the Seine and Line Union.

The election was ordered by Superior Judge John F. McCarthy, and should settle the bitter strife that has split the union into two sometimes violent factions.

Attorneys for both sides appeared early in March before the judge, who entered a consent decree ordering the election. Slates of candidates were named, and the broadcasting cars began their concerts and commercials beamed at the fishermen, who were for the most part busy as bees preparing to go out for bluefin.

Automatic "Tuna Buoy" Collects Scientific Data

The first of a series of unmanned ocean study stations will be anchored off the coast of Lower California in April.

Designed to collect data by means of instruments showing the movements of tides and currents, ocean temperatures and other data on marine conditions, the stations consist of hulls similar to skiffs or dinghies, loaded with the instruments necessary to gather and record the information.

After each station has been in place about 90 days, a tender will re-visit it and collect the data. The ultimate purpose is to forecast more accurately where fish runs may be expected to take place at given times.

The project calls for 20 to 30 stations throughout the Pacific tuna fish-

ing grounds. Dr. Maurice Blackburn of Australia is the director of the project, which is being conducted by the Scripps Institute of Oceanography under contract with the U. S. Fish and Wildlife Service.

In another tuna study, commercial fishermen were being asked to bid on test cruises to fish experimentally for Albacore with gill nets in the North Pacific. Purpose of this project was to determine the populations of Albacore between N. Lat. 41 and 47, along Long. 160.

Norseman Marine's Pacific Distributor List Corrected

Through an unfortunate error, the advertisement of Norseman Marine appearing in the March number of *Pacific Fisherman* carried an incorrect list of the company's Pacific Coast distributors.

The correct listing is: *Seattle*, Pacific Fishing and Trading Co.; *Portland*, Oregon Marine Supply Co.; *San Francisco*, King-Knight Co.; *Los Angeles*, Fellows & Stewart, Inc.; *Vancouver*, B. C., Gillen and Pike, Ltd.

Forster Ship Yard Superintendent Dies

Jack Nolan, yard superintendent of Forster Ship Building Co., Terminal Island, Calif., died suddenly of a heart attack at his home in Long Beach, Calif. Mr. Nolan, who had lived in San Pedro most of his life, was a member of the Bilge Club and the Propellor Club. He was 44 years old. Surviving him are his widow, two daughters, one granddaughter, two brothers and a sister.

Advertising Index

American Marine Paint Co.	42
Bendix-Pacific	36
Bludworth Marine	39
Bryant's Marina	29
Columbian Bronze Corporation	34
Chrysler Corporation	28
Classified Advertising	41
Consolidated Net & Twine Co.	33
D'Acquisto & Sons	41
Fellows & Stewart	38
Freeman's, Doc	41
Harbor Boat Building Co.	29
Kettenburg Boat Works	29
Lister Blackstone, Inc.	34
Murphy Diesel Co.	32
NC Marine	39
Nordby Supply Co.	36
Pacific Fishing & Trading Co.	41
Pacific Telephone & Telegraph Co.	34
Pacific Towboat & Salvage Co.	41
Puget Sound Engineering, Inc.	38
Shore Line Diesel Maintenance	41
Standard Oil Company of California ..	31
Starr Net Company, A. M.	33
Tacoma Boat Building Co.	33
White & Sons, Inc., Wilfrid O.	34



King Crab Research is being renewed this spring in Bering sea by Bureau of Commercial Fisheries Scientists working aboard the halibut schooner *Tordenskjold* as in this picture, which shows Fred C. Cleaver, project leader, center with others of his scientific party measuring and tagging King crab on the Bering grounds.—BCF photo.

King Crab Tagging Crew To Sail With Serwold

• King crab research in the Bering Sea this summer will find an experienced combination seeking the secrets of this long-legged, ugly delicacy who tastes so much better than he looks.

The veteran halibut schooner *Tordenskjold*, with her owner Captain Carl J. Serwold and a crew of four will carry a scientific party in charge of Biologist Fred C. Cleaver on a series of researches running from April to August.

"Our king crab studies will be filling the International North Pacific Fisheries Commission request for information as to what conservation measures are required in regard to the Bering sea crab stocks," said Project Leader Cleaver.

"We will be trawling at some 77 established locations to examine the size and conditions of crabs."

Crabs will be tagged to learn migration patterns. Oceanographic observa-

tions will be made to determine how water temperatures and currents affect the abundance and distribution of king crabs. An attempt will be made this summer by otter trawling to estimate the total number of commercial size crabs in the Bering sea.

During the 1957 season, 15,570 king crabs were tagged in the Bering sea. Small juvenile crabs—two inches and under—were found and their growth studied for the first time by FWS scientists. A high population of commercial-size king crabs was observed.

The total 1957 catch taken by American and Japanese fishing operations was about 1,250,000 large crabs.

Scientists assigned to the king crab investigations in addition to project leader Cleaver include: Tak Miyahara, Douglas Weber, Frank Hebard, Henry Sakuda, and Pat McLaughlin. All are assigned to the Fish and Wildlife Service's Montlake laboratory in Seattle.

March Crabbing Yields Well at New 10c Price

• March gave generous yields of fine, heavy crabs after the price settlement sent the boats fishing at the first of the month.

It took a strike or stay-in-port of a little more than two weeks for the buyers to raise their 8c offer to the fishermen's 10c demand. There was a good deal of heavy weather passed in the period and it is doubtful if many crabs would have been caught anyway.

All along the line crabbing seemed pretty good, with the best of it appearing along the Oregon coast. Various buyers had different stories as to comparison of the landings with 1957, but after the strike it seemed altogether probable that aggregate deliveries for the coast as a whole were down substantially.

• Reports from the King crab areas, where fishing started a month earlier than usual along the peninsula and in the area of the Shumagin Islands, indicated that deliveries were excellent and all handling facilities pressed.

• Shrimp landings on the Washington and Oregon coasts were off slightly, although some of the more experienced fishermen seemed able to find the Ocean Pinks without trouble.

After all, this was only the second spring for the most experienced fishermen; and the first for many of them, so it is not surprising that they didn't know just where to look for the little fellows.

FORD-PARSONS DIESEL MARINE ENGINES NORSEMAN MARINE GAS ENGINES FELLOWS AND STEWART INC.

P.O. Box 157 Wilmington

Berth 213 Terminal Island, Calif.

Terminal 27264

WORTHINGTON FISHING INDUSTRY REFRIGERATION VESSELS — PLANTS

ENGINEERED TO YOUR REQUIREMENTS

PUGET SOUND ENGINEERING, Inc.

3838 - 10th N.E., Seattle 5, Washington

EVERgreen 2500

SEA WATER CHILLING
BRINE FREEZING
ICE HOLDING
PIPE COILS
CHILLERS
PACKAGE UNITS
FREON OR AMMONIA

Oregon-Washington Fishermen Combine To Combat Columbia River Pollution

● Pollution of the Columbia river has increased to such a heavy stage that the Columbia river gillnetters can not even handle their slime-laden nets during the heavier movements of slime. This pollution not only loads the nets until they are ineffective but there are chemical agents in it so strong that even the heretofore seemingly unaffected nylon webbing now breaks up in a short interval of use in this water.

The Columbia river fishermen had another jolting bit of information given them on the virulent strength of this pollution when John Wilson, local member on the U. S. Health Service staff made an exploratory unofficial test of this pollution near the junction of the Willamette river and the main stem of the Columbia.

This test was on the toxic agents of the pollution known to kill fish in laboratory tests in tests of 50 parts per million of the pollutants to the fresh water. Mr. Wilson found the toxic pollutant concentration in his spot test as high as 300 ppm.

Obviously this condition, even if only occurring in eddies and slower current pockets of the river, forms deadly traps for migrating fingerlings and even the ascending mature salmon and steelheads. This is probably one explanation of the recorded kills of even the mature fish noted at times in the past.

To combat this condition, the Columbia river commercial fishermen and the leaders of the Oregon-Washington Interlocking Sports Council, have formed a strong anti-pollution organization to act as a beginning nucleus for an anticipated general public

By W. Wm. PUUSTINEN

movement of all commercial and sports fisheries interests and the general public. This is a heartening development over so many past instances of senseless wrangling between commercial and sports fishermen while the salmon resource continued to suffer from pollution, dams and other destructive factors.

The present steering body includes: commercial fishermen from Oregon, W. Wm. Puustinen, chairman of the legislative and conservation committee of the C.R.F.P.U. and Wm. Westerholm, executive secretary of the C.R.F.P.U. Commercial fishermen from Washington; Ted Farnsworth, Vancouver, Washington, and Ernie Fischer, Vancouver.

Sports representatives for Washington are: Howard Nelson and G. W. Moored, Vancouver. Oregon sports members are: H. O. Bresce, Portland, and W. H. Stewart, Milwaukie.

Ted Farnsworth is president of this new organization and C. C. Schenck, Portland sportsman, is secretary. All bodies included have contributed to a considerable "war fund" to be used in the anti-pollution campaign.

This group has already found that the interstate nature of the Columbia river pollution problem needs more than present local state legal machinery to properly prosecute the task. Therefore, the group urges the states of Oregon and Washington to avail

Mr. Puustinen is a former gillnet fisherman, now a filbert grower, who for many years has served the Columbia River Fishermen's Protective Union as an Oregon legislative spokesman.

themselves of federal aid through the provisions of Public Law 660 which specifically enables the federal health authorities to intervene in interstate pollution problems.

It is felt that where much past anti-pollution work has bogged down because of the inability of the two states to solve individually, nor yet even jointly without any existing Oregon-Washington pollution control compact, the intervention of the federal government can allow for immediate progress when time is fast running out for the salmon resource of the Columbia.

Also, it is pointed out that much river pollution already originates farther upriver at the pulp mills, vegetable and fruit packing plants, sugar mills, and cities even in Idaho. Therefore, the interstate problem is really already tri-state in nature.

Furthermore, it is only a matter of time now that increasing pollution problems will arise on the Canadian side of the line in the coming industrial developments there. Thus it is time enough to bring the federal government into this pollution control picture of the Columbia even in anticipation of that international angle.

The Hanford atomic plant pollution factor also needs a public assessment as to its contribution to this Columbia river problem, this group feels, and the proper authority for such a study is the Federal Health Service.

Meetings are now scheduled with state and federal authorities to map out future program for this joint project. Later, as this steering group develops the course more definitely, general public meetings will be held.

LOW-COST RADAR

KELVIN HUGHES TYPE 14

Lighter weight, easier installation. New style antenna scanner. 60kw peak power transmitter. 5 scale ranges: 1/2 to 3, 6, 12, 24, and 48 miles. Sharp definition on easily read 9" screen.

new ASDIC FISH FINDER

HORIZONTAL-VERTICAL

Powerful combined Echo Ranging (horizontally at 5° tilt, 0 to 2000 yards, 170° on either side) and Echo Sounding (vertically 0 to 120 fathoms). Recorder indicates target range. For 24v or 110v DC. Automatic or manual scanning.

Brochures mailed on request.
Representatives in Principal Seaports.

BLUDWORTH MARINE

Division of Kearfott Company Inc.
1500 Main Avenue, Clifton, N. J.

Portland, San Diego, Los Angeles, San Francisco, Seattle

CATERPILLAR

Caterpillar and Cat are Registered Trademarks of Caterpillar Tractor

MARINE DIESELS—ELECTRIC SETS



CHRYSLER ENGINES

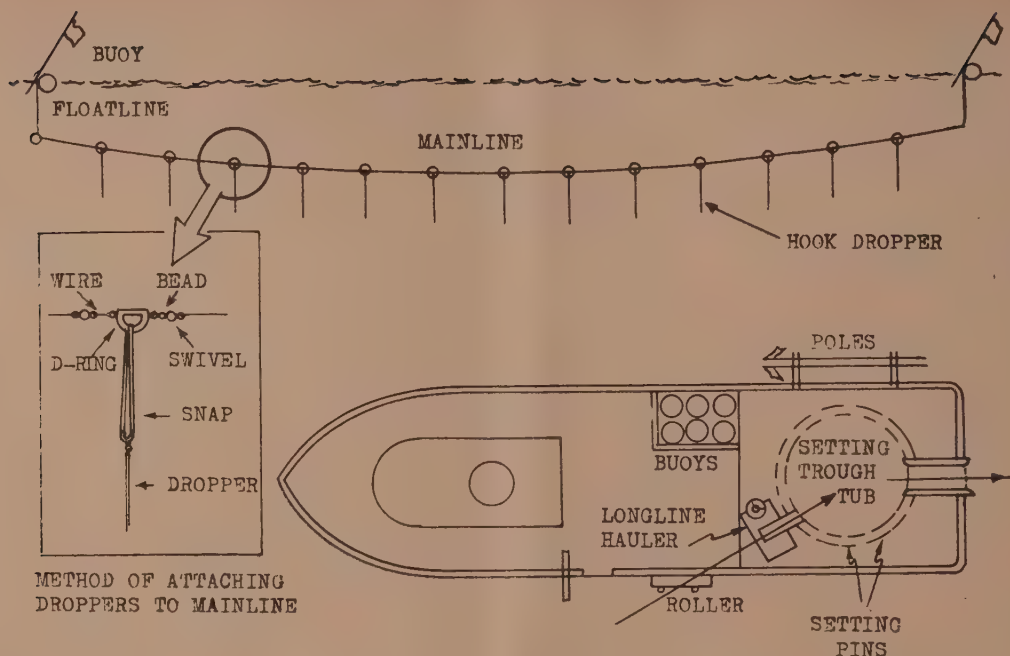
SALES • INSTALLATION • PARTS • SERVICE
Dockside Facilities on Lake Union



NC MARINE

A DIVISION OF NORTHERN COMMERCIAL CO.

2500 Westlake Ave. N. • SEATTLE
ATwater 3-6340 • JUNEAU • KETCHIKAN



POFI Longline Method of high seas tuna fishing is shown in this schematic sketch to illustrate a Hamburg Congress paper by Herbert J. Mann of the staff of the Hawaii Investigations unit of the U. S. Bureau of Commercial Fisheries.

The World's Line Fisheries

By
D. L. ALVERSON

● Hook and line fishing is one of the oldest methods of capturing fish known to man and probably was preceded only by spearing and hand catching of fish, practiced by primitive tribes in shallow waters. The antiquity of the method, however, has not served to outmode its use in present day fisheries and a large portion of the world's fish catch is still produced by line fishermen. Hook and line fisheries are practiced on fresh water rivers and lakes as well as in all the major oceans and seas of the world. Line gear is used by men fishing from the shore, small craft, dories and ocean-going pelagic vessels. The numbers of men involved in the world's line fisheries probably exceeds those employed in any other method of capturing fish.

Because of the importance of the line method in world fisheries, I was somewhat surprised to find only a few papers at the Hamburg conference concerning advancements in this field. The shortage of papers, however, did not seem to reflect a lack of interest by the Congress' delegates, but a method of fishing which has shown little tendency toward change in recent years. The most promising and interesting developments revealed in line fisheries resulted from experiments carried out by Japanese technologists and those developed by the U. S. Pacific Oceanic Fisheries Investigations.

● An interesting experiment in an attempt to develop a synthetic or artificial bait for use in long-line fisheries was described by T. Kayama of Tokyo, Japan. The Japanese have for some time sought an artificial bait to supply long-line fisheries operating far from home ports in equatorial waters. The development of an artificial bait would reduce operational cost and the manpower now needed for preservation, transportation and storage of bait under the high temperatures encountered on the fishing grounds. Considering these factors, Kayama designed an artificial squid using latex sponge rubber. Care was taken to give the artificial bait a smell, taste and texture similar to that of actual bait. The synthetic bait was painted with mica-ceous powder to give it an opaque shimmering lustre. The lure or "bait" was 35 cm. in length and weighed 103 grams in air. To obtain a squid-like smell, the artificial bait was soaked before use in a saponified solution of squid oil. The bait was secured to the hook through the trunk.

A number of tests were made by a commercial tuna line vessel to determine the effectiveness of the lure. A mathematical evaluation of the comparative effectiveness between true squid and the artificial bait showed

that the man-made synthetic squid caught about 60% of the number of fish that true squid caught. Although the effectiveness of the artificial bait did not equal that of natural bait, the experiment points to a definite possibility of developing an artificial bait which can successfully catch fish. Modification and continued experimentation could eventually yield an artificial bait which may approach and perhaps surpass the efficiency of natural baits now used.

● The first line hauler for tuna long-line gear was developed in Japan in 1923. Since that time, it has been adopted for line fisheries in Brazil, Hawaii and the United States. There are presently over 8,200 Izuie Line Haulers in use throughout the world. The line hauler is divided into three component parts which house the power unit, gears, speed control, and stopping handle. The upper portion of the hauler consists of three pulleys which wind the line automatically. The line is guided to the hauler through fair-leads in the ship's side. Power can be supplied through a self-contained 3-hp. motor. The hauler pulleys turn from 220 to 250 rpm. and the hauling speed is from 150 to 180 meters per minute. The Izuie Line Hauler has added greatly to the efficiency of the pelagic tuna fisheries where the gangions are widely separated and where a rapid

hauling speed can be maintained. They have not, however, proved advantageous in fisheries such as the halibut long-line method where the gangions are closely spaced and the gear must be hauled slower and with more starting and stopping of the main line.

The Japanese method of pelagic tuna fishing even with the line hauler requires too many men to be suitable for commercial fishing in this country. During recent years, a number of attempts have been made to make the tuna long-line fishery practical and economically feasible for American fishermen. The "tub method" described by Herbert Mann of the Pacific Oceanic Fisheries Investigations group appears to be the most successful effort to date to increase the efficiency of pelagic line fisheries. The tub technique greatly reduces the number of men required to handle the gear. The advantage of the tub method lies in a continuous main line which is set from one large tub instead of numerous baskets which must be separated and joined together for each day's fishing. The mainline and droppers or gangions are detachable and are removed as the gear is hauled. In the POFI gear about 60 to 100 baskets are united, using a "clover leaf" knot (using an extra loop for the float line), and fished during a day's set. The droppers are spaced 15 fathoms apart and joined to a "D" ring within the main line. An AK snap is used to secure the dropper. The "D" ring which has a swivel on each side allows the dropper to circle the mainline without fouling the gear.

Prior to sailing, baskets of main line are knotted together with the clover leaf knot and fed into the tub using a Japanese line hauler. The mainline need not be coiled uniformly, but merely deflected by hand so that it is distributed evenly over the bottom of the large 12-foot tub. As the "D" rings pass through the hauler, they are caught and threaded upon the setting pin nearest the hauler. When the 14 "D" rings of one basket are on the first setting pin, the tub is turned by hand until the next setting pin comes in line with the hauler. One revolution of the tub handles 33 baskets of gear and requires 33 setting pins. When the tub is full, a total of 99 baskets are available for use.

When setting, the tub is rotated until the uppermost terminal coil is in line with the setting chute. Baiting takes place just prior to setting and is handled by snapping the baited droppers to the outermost "D" ring and allowing the bait and hook to hang over the side. As the mainline passes out the sequence of baited droppers are taken along (Figure 1). Floats and flags are also attached as the gear is being set.

★ SELLING & BUYING ★

12c a word per time, \$4.00 minimum. (For box numbers addressed to PFN, add \$1.00.) Business card display—\$20.00 per column in, per insertion, with lower rates on contract basis. Mail all copy to PACIFIC FISHERMAN'S NEWS, 71 Columbia St., Seattle 4, Washington.

Illness forces the sale of a good going seafood distributing business, complete and well established. A real opportunity. Box 418, Waldport, Oregon.

BUY SURPLUS DIRECT FROM GOVERNMENT at tremendous savings, boats, power tools, machinery, jeeps, trailers; hundred others listed in our bulletin. Price \$1.00. GOVERNMENT SURPLUS SALES, Box 169PRA, East Hartford 8, Conn.

FOR SALE OR LEASE: Business established 35 years. Marine and auto sales and full service. Best of agencies, Good inventory. Wish to retire. Fryer Machine Works, Box 1053, Petersburg, Alaska.

Walters Keel Coolers, one through hull fitting, pipe slips in Neoprene rings, no brazing. Main engine and auxiliary on one condenser, eliminates costly heat exchangers, raw water pumps, and electrolysis. Qualified by experience to fit the right condenser for your job. Cupro nickel tubing and monel screws. Top quality, low prices. Joe Giannini, Box 143, Morro Bay, Calif.

For Sale—LYLA MAY, 25'3" Fantail, Albacore Jig Boat, 4 cyl. Graymarines; Allen Auto pilot; bait tank; cruises 6 knots; range 340 miles; barrel on deck increases range to 575 miles. Make good salmon or rock cod boat. Located State Park (Boat Basin), Morro Bay, Calif. \$1,500.00 cash. Write Albert Moltzer, P. O. Box 362, Paso Robles, Calif.

ATTENTION TUNA BOATS FISHING SOUTH OF PANAMA: Cannery located at Tumaco, Colombia, South America wishes to purchase tuna all year round. Permits rapidly arranged. Airmail or wire us in advance or when passing by. Address INDUMAR Apartado Aereo 166, Tumaco, Colombia.



General Motors

Installations

SALES - SERVICE

SHORE LINE DIESEL
MAINTENANCE

Pier 47, Ft. of Jones St., San Francisco
Phone: Graystone 4-2873

DOC FREEMAN'S SEATTLE MARINE EXCHANGE

- Conversion Parts—All Engines
- Largest Stock of Propellers in the Northwest
- Chrysler Parts & Engines

999 Northlake Ave. ME 2-1500 Seattle



ALLIS-CHALMERS DIESEL ENGINES

WESTERN FORD MARINE DIESELS

4-Cyl., 850# — 6-Cyl., 1250#

NORSEMAN MARINE GAS ENGINES

SALES—SERVICE—PARTS

PACIFIC FISHING & TRADING CO.

Dockside Facilities

4420 - 14th Ave. N.W., Seattle 7
(Fr. of 14th Ave. N.W. SU 3-9900)

Attention Draggers! One pair of cable meters, used three trips only. Price \$375. Ward Nichols, Prospect 8-3241.

Rebuilt 6-110 G.M. Marine Engine with 4.5 to 1 hydraulic reverse and reduction gear, \$5,850. Rebuilt Matched Pair, 6-110 G.M. Marine Engines with 3 to 1 hydraulic reverse and reduction gear, \$5,744 each. All prices f.o.b. Berkeley, G. M. engine distributor.

For Sale—Set of side winches for dragging. Hicks & Hicks, 39 Mill Street, San Francisco, California. Phone: DElaware 3-7698.

38' DSL Kettensburg \$10,000.00
42' North. DSL Troller, Rfg. \$19,750.00
85' RFG. Seiner, 250 hp. \$33,000.00
Many other commercial, fish and work boats of all types and sizes. Contacts in leading Pacific Coast ports. FRANK SIMON ASSOCIATES, 105 West "C" Street, Wilmington, California. Phone: TErminAl 5-3101.

Nylon Gill Nets and Salmon Seine Web our specialty. 100% made in U. S. of best Du Pont Nylon. First Washington Net Factory, Inc. Box 308, Blaine, Wash. Phone ED 2-0351.

JERRY'S BOAT SALES: For any type or kind of boat or ship. World-wide contacts. Matt Batovich, owner and broker. New location: 310 West 7th, San Pedro, Calif. TErminAl 3-4482.

COMMERCIAL FISHING BOATS for sale of all sizes, from Salmon Trollers, Combination Albacore Types, Monterey Purse Seiners to Druggers; Many Winter-moored at Moss Landing Harbor and Monterey; Prices from \$1,000.00 to \$85,000.00. DON WOODWARD, Licensed Broker, MOSS LANDING, California; Telephone CASTROVILLE, Newton 3-2620; Office at Marine Store, and Standard Oil Fuel Dock, Moss Landing Harbor. (Closed Sundays)

Adams American Netting Tubbs Cordage
Pacbe Marine Paints

A. D'ACQUISTO & SONS FISHERMEN'S SUPPLIES

COMPLETE TROLLING EQUIPMENT

Phone: 2-4110
municipal Wharf, Monterey, Calif.

COMMERCIAL FISHERMEN In Mexican-Central American Waters PACIFIC TOWBOAT & SALVAGE CO.

Offers Standby Salvage and Towing Service
Pier "D," Berth 35 Long Beach HE 2-6487
Long Beach 2, Calif. Cable Address: PACTOW
"KANAK"—WA 6710



BEST FOR BOTTOMS!

Careful, Miss!

Triple "C" will keep the grass off anything—even your friend's face! But save enough to finish your boat! With Triple "C", you have the most lasting protection money can buy. Remember, nothing in the world beats Triple "C" . . . Cape Cod Copper Compound . . . for keeping boats clean, slick and drag-free! ALWAYS paint your boat bottom with Triple "C".

Ask your dealer or boat yard for our free paint catalog with best methods of application, painting hints by experts. Or write American Marine Paint Company (Since 1903), 311 California Street, San Francisco, California.

AMERICAN MARINE PAINT COMPANY

"Chickens Come Home to Roost"

As Soviet Reads the Record to Tokyo

● Japanese testimony of more than 20 years ago haunted that country's delegation to the Soviet-Japan fisheries conference in Moscow in March when the Soviet radio system broadcast quotations uttered by fishery leaders of Japan in the 'Thirties.

Among the men quoted was Tsunejiro Hiratsuka, head of the Japanese delegation, who shortly thereafter returned to Tokyo and was replaced in Moscow. Whether there was connection between the broadcast and Mr. Hiratsuka's withdrawal was not indicated.

The Soviet radio on March 8 broadcast:

● "Japanese utterances in their newspapers and radio are in most cases extremely one-sided and often seem to provide the Japanese public with false information. Such utterances do not contribute to friendly relations between neighboring nations.

"Even in the 1930's it became evident to Japanese fishing interests that the resource was not inexhaustible and should be rationally dealt with, for it was then clear that the salmon resources had been seriously affected by the high seas operations under the mothership system. The more fish caught at sea, the fewer were taken on the coast.

"In this connection Japanese concerned with the conservation of salmon entering Russian streams began to show great uneasiness, which the Japanese newspapers reflected.

"For instance, in 1933 Agriculture and Forestry Minister's famed authority Miyake declared that the current disorganized high seas operation for salmon and crab was threatening extinction of the marine resources, and striking a heavy blow at the land fisheries of Kamchatka.

"The Hakodate *Shinbun* for the entire year 1935 was writing in editorials that the paramount slogan for Japan's north seas fisheries should be conservation in Kamchatka and the abolition of high seas salmon catching.

"This problem in those days was dealt with in the Diet as well as in the newspapers. As result, the ministry recognized the necessity of imposing restrictions on the high seas operations—restrictions which were subsequently tightened, not only as to quantity of standardized gear but also

as to areas of operation and number of nets a fishing vessel could carry.

"Also mothership operations were prohibited in waters south of 51° North.

● "The restrictive measures applied prior to the war proved highly effective. The average annual catch of the high seas operations in the 12 years before 1943 was about 22,000 metric tons. Nichiro Gyogyo and its energetic head Hiratsuka (chief of the 1958 delegation to Moscow) positively opposed the extension of high seas salmon catching. He, as head of the operating company formed by merger with high seas operators, did not use all of the equipment legitimately licensed by the Ministry.

"This was when signs of depletion first appeared; but how about the present, when the resources have been far more greatly damaged than in those days?

"Mesh size of gillnets is also much smaller than before the war. Formerly mesh of .45' to .47' was used. Now they use .39' to .42', and even want to make it smaller. Then they could pack a case of Red salmon with 13 fish. Now they have to use 18 to 22 fish.

"Mr. Hiratsuka said in his book 'National Policy of the North Sea Fisheries' that, 'Scientists and experts unanimously hold that high seas fishing is no good. Under such conditions, to solve the problems, including the low-price sales of Red salmon to the United Kingdom by casual packers, salmon catching on the high seas should be discontinued. If it is impossible to abolish this practice, strict restriction in various items of equipment and methods should be enforced.'

"This righteous declaration of Mr. Hiratsuka's is, we think, as pertinent today as it was in the days when disaster first began to appear.

"The Japanese should think this over, lest a time should come 10 or 15 years ahead when a schoolboy would ask his teacher what kind of fish the Red salmon had been."

Peace Treaty Hook Baited With Fish

● The hook by which the Soviet Union appears to be seeking to draw Japan into a peace treaty serving U. S. S. R. ends is being baited in Moscow with fish offerings, it would appear

from the text and tone of broadcasts emanating from the Soviet capital and its satellite Poland.

For example, on March 14 the Moscow radio broadcast:

"If a peace treaty should be concluded, the fisheries problems would be entirely solved. The issue is not confined to facilitating the solution of fishery matters. Conclusion of a normal peace treaty would strengthen the relationship between neighboring countries, would contribute to economic and cultural relationship, and would be a means of easing the tension hovering over the World, as well as in the Far East.

"The Soviet government more than once has proposed commencing negotiations, so everything depends upon the Japanese government."

● On March 13 a news broadcast from Poland intimated that it was readily apparent in the Soviet government that if Japan would be willing to enter peace treaty negotiations the Soviet would make a great concession in the matter of fishery problems.

The Japanese Foreign Office indicated that injecting such high political matters could not be expected at the present time.

Japan Changes Team

● About the middle of March Japan sent in an entirely new team at Moscow, following the return of Mr. Hiratsuka to Tokyo. Head of the group is Munenori Akagi, Minister of Agriculture and Forestry; Tatsunosuke, member of the Diet and president of the Greater Japan Fisheries Association; Kyuhei Suzuki, president of Nippose Suisan K.K.; and Kenkichi Nakabe, president of Taiyo Gyogyo K.K.

At about the same time there were hints that the Japanese Ambassador in Moscow might lower the Japanese demand for a treaty area quota of 145,000 metric tons to 120,000 metric tons, the actual amount taken in 1957.

Manuel D. Marquez, 45, foreman at the California Packing Corp., Monterey, died last month after a brief illness. He leaves a wife and two children.

Mr. and Mrs. Rod Barnes are receiving congratulations on the birth of a son, Charles Addison Barnes. Mrs. Barnes is secretary at Washington Fish & Oyster Co. of Calif., and Mr. Barnes is office manager for Standard Fisheries, Inc., San Francisco.

What's all the talk about HORSEPOWER?

Cat diesel marine engines have always been rated on an **HONEST HORSEPOWER TO THE PROPELLER** basis. This has always made sense to us—but apparently has confused a lot of our prospects and customers, because other engine people use a completely different "system".

It all comes from automobile advertising, I guess—which is in a way like cigarette advertising. Take the big car we use here for driving VIP's around. The current version is supposed to have 345 HP, but we took the trouble to put ours on a rear wheel dynamometer—and with some adjustment were able to get 140 HP. This power was developed at a screaming RPM—and we imagine the parts would have started flying after 30 minutes or so of this treatment.

At 80 m.p.h., this car produces 10 m.p.g. In other words, it is burning eight gallons per hour. Most gasoline engines produce about 10 HP for every gallon of fuel they consume per hour—and on this basis the "345 HP" engine at 80 m.p.h. is only delivering about 80 HP.

Well, marine engines are just about as bad. The other day we were comparing a 48' x 13'6" x 5'6" motor-sailer, powered with a popular six cylinder, two-cycle marine engine, and the heavy (60,000 lb.) commercial fish boat ANGELINA—of approximately identical dimensions and much greater weight. The yacht was advertised to cruise at 8 knots—although the engine had a top advertised rating of approximately 225 HP. The ANGELINA, with one of the new small but heavy duty Caterpillar D315 turbo diesels producing 80 continuous horsepower **at the propeller**, turns a 44" diameter propeller—and ANGELINA will clock 9 knots on a continuous cruising basis.

We note a strong trend toward dependable, honestly-rated Caterpillar turbo diesel marine engines in all sizes. For example, we have just replaced two tandem two-cycle, six cylinder propulsion units in the BETTY LOU, an outstanding San Diego sportfisher. While the old engines were "rated" at 360 HP each—our new D353 turbos, producing 290 HP at the propeller, increased the speed of the BETTY LOU by more than 1 knot.

Should we adopt bally-hoo advertising for our Caterpillar turbo marine engines? We don't think so, because



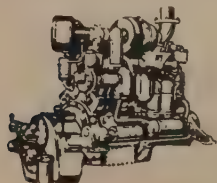
**THE CAT
D315
TURBO DIESEL
MARINE ENGINE**

the rapidly increasing number of Caterpillar marine engine customers know the facts. As a handy rule of thumb, however, so that you can evaluate your own marine diesel—multiply your hourly fuel consumption in gallons by 15, and you'll have a rough idea of the true horsepower you are getting.

Another thing—Caterpillar marine engines thrive on the heavier diesel fuels—where you get real value for your fuel dollar. If you are interested in honest horsepower for your boat, call Dan Palmiter at RAYmond 3-7191.



This drawing of a 44" prop super-imposed on an outline of the Caterpillar D315 turbo charged diesel marine engine is a good size comparison. As you see, the propeller diameter is fully equal to the height of the engine itself.



SHEPHERD MARINE

DIVISION OF SHEPHERD MACHINERY CO.

3400 South San Gabriel River Parkway
P.O. Box 6789, East Los Angeles 22, Calif.
RAYmond 3-7191 • OXFord 2-3751

2031 E. Belt Street
San Diego, California
BElmont 9-9471





700 Cans of Salmon were examined critically by competent judges drawn from the production personnel of the American salmon canning industry when for the 20th time the business took a long, close look at its goods—Seattle, March, 1958.

20th Canned Salmon Cutting Shows 1957 Quality Satisfactory

● “Generally satisfactory” quality was found in the 1957 canned salmon pack by the judges who scrutinized some 700 samples at the 20th Annual Canned Salmon Cutting held at Seattle March 18.

Workmanship in particular was noted by the expert examiners as disclosing substantial improvement. Indeed, almost no fault was found on that score; and very little on any other.

A. W. Brindle, president of the Association of Pacific Fisheries, summed it up thus as chairman:

“If you could compare the cans we have seen today with those opened at our first cutting you could see in a minute how far we have come.

“There’s no room in a can of salmon for mysteries or unpleasant surprises.”

● Here’s the way the Species Chairmen of the groups of judges summarized the results in their divisions:

Chinooks and Kings—R. E. Silver reported: “General quality fine. Out of 56 cans only two poor ones. Workmanship, cleaning, cooking and other workmanship, good. Color and oil

generally good. All cans fresh. One word of caution only—where oil is added in canning, it should be sweet and new. Old oil can develop rancidity.”

Sockeyes and Reds—L. E. A. Hooey, chairman, reported: “Out of 207 cans, only one really poor one. Workmanship generally was improved. Appearance was *much better*. Filling showed a good gain, and cleaning was better. Salting faults were minor, and only half as numerous as in the 1956 pack. Although oil was off slightly from the year before, color was “Average” to “Excellent” in 96% of the cans. In general rating, 78% of the cans were “Average” or better. “We are doing better; but we should do better yet,” he concluded.

Cohos—We reported close to normal in virtually all respects by D. M. Franett, species chairman, whose judges found improvement in filling and general appearance, although there were more faults in cleaning. All of the 95 cans were fresh. Color showed 13% good and 27% better than average. Oil was 46% better than average. No cans were rated

“Poor” and 53% were “Better-Than-Average.”

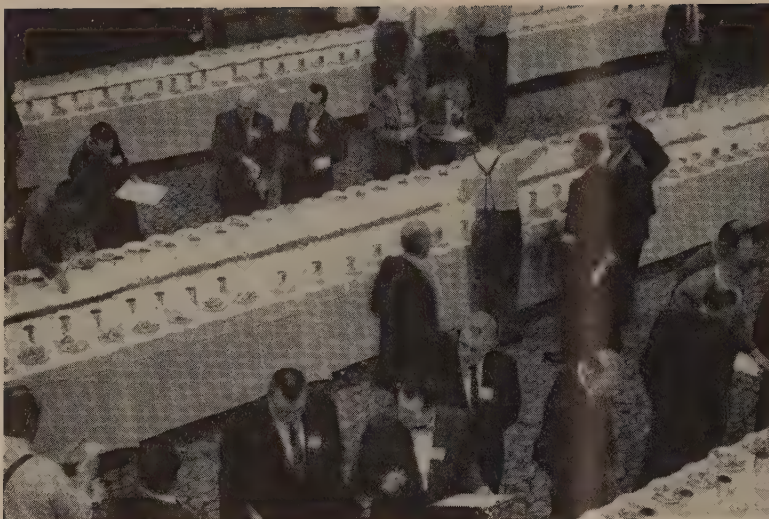
Pinks—James Stevens summed-up his judges’ reports briefly by saying that 90% of the cans were average quality or better—the great majority “Better-Than-Average” or “Good.”

Chums—C. P. Skogmo reported the quality generally satisfactory, which was a rather conservative rating in the view of a number of non-judges, who thought the showing of Chums deserved higher ranking. Out of 121 cans examined, two were disqualified because they contained King salmon, not Chum. All were fresh and all had normal odor. Watermarking was less than usual; appearance comparable with 1956; cleaning good; and color generally better than normal. Five cans were found under-salted.

Judges of the Cutting

● Judges who made the 20th Annual Canned Salmon Cutting possible by their services included:

Alaska Packers Association—Andrew Andersen, Herman Bisom, Fred W. Butler, Don Cooper, John Cuthill, Lee Higginson, Arthur James, Olaf



Conscientious Judges examining canned salmon at the 20th annual cutting, which showed the generally high quality of the 1957 pack, particularly from the point of view of workmanship.

Knutson, Nestor Lahti, Alf Nelson, F. P. Phillips, Norman Rockness, Ronald Tullis, Jack Wolf, Sam Wolff.

Alaska Year Round Canneries—Arthur Aspaas, J. W. DeChamplain.

Allen Sales Company—A. E. Allen.

American Packing Company—Jack Bowman, Verle Mapes.

Anchor Charters, Inc.—G. C. Bodey, Herman Watkins.

Berman Packing Company—Russ Bertson.

Chignik Fisheries Company—Hans Eide, Ray McFarland.

Columbia River Packers Association, Inc.—Scott McLeod, John J. Supple.

Dehn and Company, Inc.—Walter Tobiason, Jr.

Deming and Gould Company—

Philip T. Campbell, C. V. Hazel, R. B. Pride.

Egegik Packing Company—James C. Jacobsen.

Emard Packing Company—Joseph B. Groh, S. T. Olson.

Excursion Inlet Packing Company—P. N. Holm, Robert L. Syre.

Farwest Fishermen, Inc.—E. F. Burgess, Milton A. Smith.

Fidalgo Island Packing Company—Alfred Anderson, Fred Gunderson, Al Oslin.

Fishermen's Packing Corporation—John N. Plancich.

Food Specialty Company—Eddie Fisher.

Haines Packing Company—Harold A. Johnson, Edward Thorell.

G. P. Halferty and Company—Elliott H. Benton, Dave Giddens, Norm Haugland, William Hayes, W. D. Johnson, John A. Lauc, Vernon Paulson, Jack Thompson, Del Valentine.

P. E. Harris Company, Inc.—Roy L. Hendrickson.

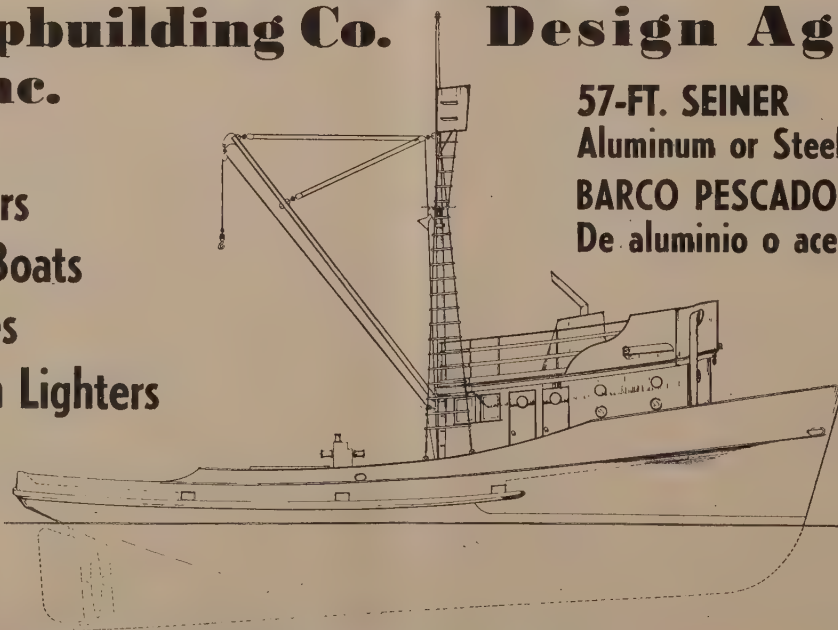
Hood Bay Salmon Company—J. D. Thompson.

Hydaburg Cooperative Association—E. L. Grimes, Dick Sutterlin.

Kadiak Fisheries Company—William Dolphin, Donald Engblom, Fred Meyer, Don Mullis, R. H. Osterle, Willard Trimble, Earl W. Sifferman.

FORSTER Shipbuilding Co. Design Agency Inc.

- Seiners
- Bait Boats
- Barges
- Beach Lighters



57-FT. SEINER
Aluminum or Steel
BARCO PESCADOR 17.38M
De aluminio o acero

NAVAL ARCHITECTS-CONSTRUCTION-REPAIR

Write or Call Today:

P.O. Box 66, Terminal Island, Calif.

Phone TE. 2-4527



Libby Men at the Salmon Cutting. On the left, **Guy V. Graham**, former vice president of Libby, McNeill & Libby, who retired last fall after many years as manager of the company's Salmon Department, with **K. C. Hardwicke**, who succeeded him.

Kayer-Dahl Fish Company—Chris Dahl.

Kelley-Clarke Company—C. William Frankland.

Kenai Packers—Harold Daubenspeck.

Ketchiakn Packing Company—Donald W. Payne, Douglas Payne.

Klawock Oceanside Packing Company—Edward S. Moyle, C. V. Young.

Libby, McNeil and Libby—Carl Aspelund, Arthur Burrell, R. S. DeMeules, J. A. Ekern, O. L. Elgin, R. D. Hodgins, L. E. A. Hooey, John Korzan, I. Nerland, A. R. Pearmain, L. P. Rasmussen, Russel Rohrer, R. J. Springhill, O. J. Ulrich.

The Nakat Packing Corporation—H. T. Englund, Don Franett, Harold B. Friele, H. F. Friele, H. W. Gunderesen, G. F. Hecker, Irving Starnes, Tom Templeton, Norman Ytterdal.

New England Fish Company—Tom Andersen, Randall Beard, G. F. Boothby, C. E. Carlson, Carl Victor Carlson, Don Hamilton, Runar Hendricks, Gunnar Johnson, Howard W. Lee, Ole Lie, Douglas Rogers, C. P. Skogmo, Wm. C. Wilson, Sun W. Yip.

Northern Products Corporation—Robert E. Dignon, Leif Eriksen.

Northwest Reconditioning Company—Clarence D. Gibbons.

Oceanic Sales Company—James Stephens.

Ouzinkie Packing Corporation—Eric Bulmer.

Pacific American Fisheries, Inc.—Carl F. Anderson, Henry G. Bass, Galen A. Biery, Ivan Finsberg, John A. Gillis, Chris Johnson, A. W. Nelson, Harold Norberg, Herbert Norbistrath, Al Peters, V. M. Prince, Ralph Rogers, Fred W. Scheel, Marvin C. Snyder.

Pelican Packing Company—Walter Husfloen, Peyton A. White, Frank

Wright, Jr.

Peninsula Packers—R. L. Puddicombe.

Petersburg Processors, Inc.—Eilert Holbeck, A. L. Rogers.

Petersburg Seafoods, Inc.—Ray Wood.

Frank B. Peterson Company—Emery R. Stanley.

Port Ashton Packing Corporation—Wayne Axelson.

The Puckett Company—David Puckett.

Queen Fisheries, Inc.—C. B. Williams.

San Juan Fishing and Packing Company—Donald Eliason, Ivan L. Fox, Arne Hammerose, Al O'Leary.

Scheerer Canning Company, Inc.—Eugene C. Scheerer.

Seattle Seafoods, Inc.—Fred L. Bullock.

Walter P. Shiel and Company—Walter P. Shiel, Jr.

Wards Cove Packing Company—Gerald C. Steele.

Washington Fish and Oyster Company—E. H. Algyer, Raymond Beck, John Nielsen, Howard C. Strand.

Welco Fisheries, Inc.—Warren Welsh, John P. Xitco.

Western Fisheries, Inc.—John J. Green, Justin V. Strom, Chas. H. Wright.

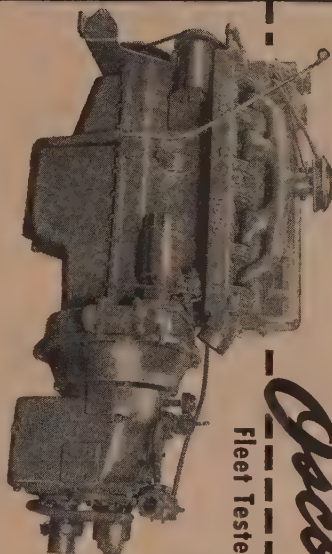
Whitney and Company—O. P. Floe, John G. Gardiner, John K. Lyon.

Whiz Fish Products Company—Stan Bear, Tom A. Conrad, Thor S. Goodman, R. O. Pierce, R. E. Silver.

"Bill" Hamm, Westgate Technologist, Dies

William S. Hamm, research director of Westgate California Corporation, tuna packers of San Diego, 42 years old, died March 13 in San Diego.

1/4 MILLION
proved
ENGINE / HOURS



Fleet Tested, Fleet Approved • Kodiak to Guaymas, Eastport to Key West

4DF

Saves \$1 per hour fuel cost over "gas" equivalent Work equivalent of 100 HP gasoline engine

6DF

Saves \$1.60 per hour fuel cost over "gas" equivalent Work equivalent of 160 HP gasoline engine

4-CYLINDER **6-CYLINDER**
PROPULSION DIESELS • DECK AUXILIARIES • DIESEL GENERATORS

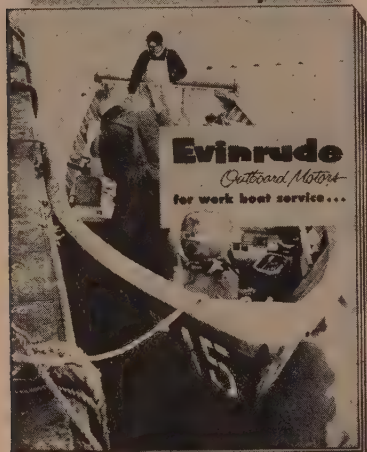
Clutch power take-off optional—Opposed propeller shaft rotation optional—Hydraulic or manual reverse controls optional—Wet or dry tailpipes optional—Reduction ratios up to 4:1 optional

OSCO MOTORS CORP.

Philadelphia 40-PF, Penna.

Cable: OSCOMOTORS

new book



★ gives you
the facts on

modern
OUTBOARD POWER
for
fishing
service

TODAY there's a new kind of outboard power for work boat duty! A complete line of new Evinrude *Aquasonic* models so advanced in capability, stamina, and smooth, quiet operation that they set entirely new standards of performance. Get the facts! Send coupon for booklet.

EVINRUDE MOTORS

Division of Outboard, Marine & Mfg. Co.

4634 N. 27th Street, Milwaukee 16, Wisconsin

Send me booklet on outboard power for work boat duty.

Name.....

Address.....

City.....Zone...State.....

(In Canada: Mfd. by Evinrude Motors of Canada, Peterborough)

New \$550,000 Building For Van Camp Offices

The Van Camp Sea Food Company Inc., one of the world's largest food processing firms, which for 39 years has maintained headquarters in San Pedro, Calif., will move to neighboring Long Beach, probably before the year is out.

An ultra-modern \$550,000 office building of steel, aluminum and porcelain enamel, will provide facilities for 175 employees in 36,000 sq. ft. of floor space. The building will be financed by the Long Beach Harbor Commission on a 25-year lease with Van Camp.

The building, according to President Gilbert C. Van Camp Jr., is a part of Van Camp's expansion plans, which comprise fishing and canning operations abroad as well as in the U. S. The new offices will be world headquarters and will bring to Long Beach the major part of Van Camp's annual \$12,500,000 payroll. The building is scheduled for completion next December.

The Van Camp company, a pioneer in the tuna industry, was established in 1919. The new office building was designed by Kenneth S. Wing, FAIA of Long Beach, and will be built by Ruane Corp. of San Gabriel, Calif.

Alaska Fishing Guarantees For Non-Residents Sought

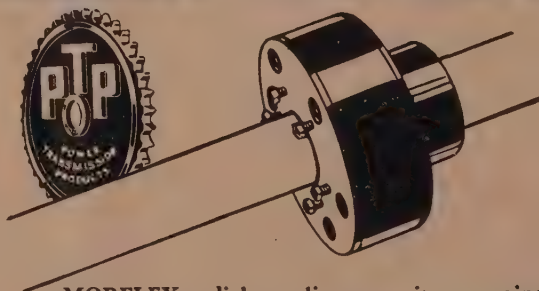
Guarantee of continued fishing rights for all Americans in Alaska after the territory is given statehood is the object of a sharp campaign being pressed in Congress by Representative Thomas B. Pelly of Washington. He made it plain that he did not oppose statehood, but believed the fishing rights of all American citizens should be assured when it is granted.

He pointed out in addressing Congress that only Federal court decisions have prevented Alaska from levying discriminatory non-resident license fees in the past; and that there is nothing in any statehood legislation which would protect in Alaska the rights of non-residents now guaranteed by national law.

Dressel-Collins Disposes Of Non-Canning Assets

As of March 17 the physical assets of the fresh and frozen fish department of Dressel-Collins Fish Company of Seattle were sold to Erling Jacobsen of Northwest Fisheries, Inc., also of Seattle. Lawrence Dressel reports that the Dressel-Collins Fish Co. will remain in the cannery and canned salmon business with offices in Seattle.

MARINE COUPLINGS



MORFLEX radial couplings permit easy going in the roughest seas. Damaging vibration due to motor or shaft misalignment is virtually eliminated. Movement of the engine on its mounts is compensated for with couplings from **POWER TRANSMISSION PRODUCTS**.

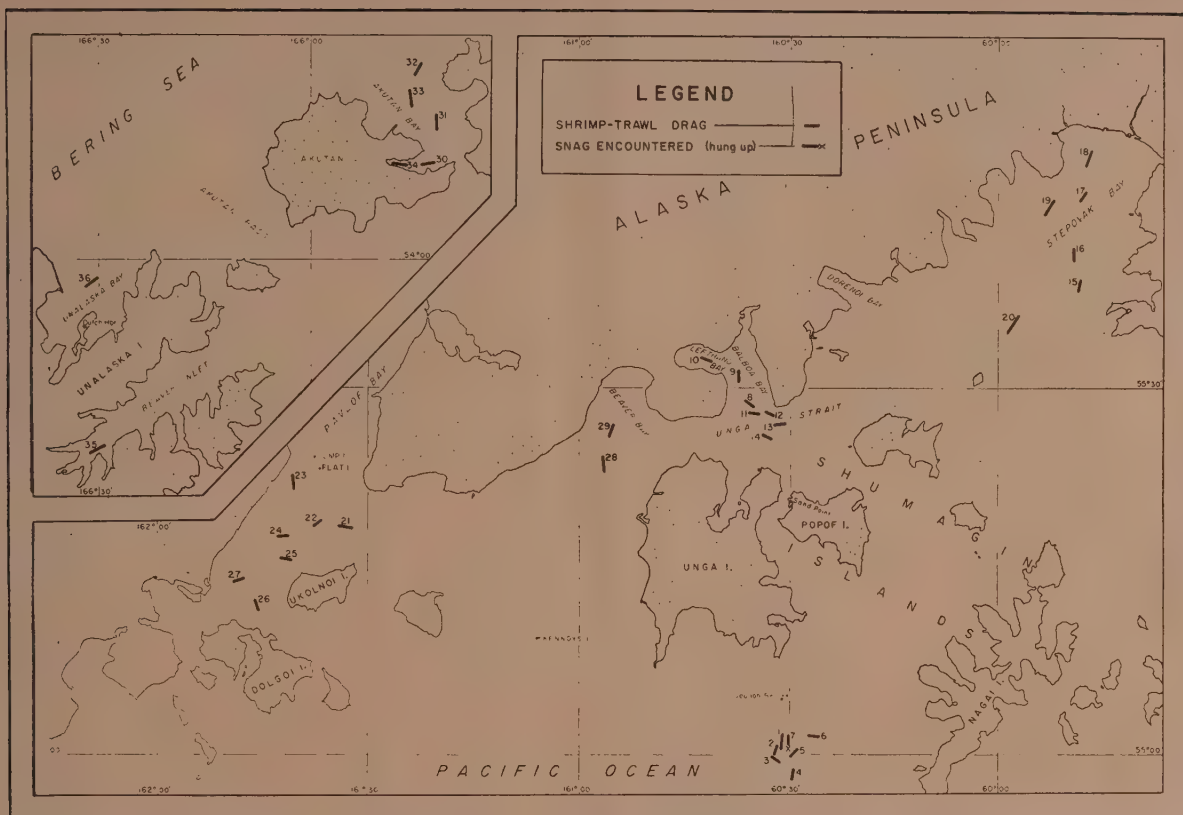
Neoprene couplings permit smoothest operation. Morflex absorbs vibrations, eliminates electrolysis between shaft and engine and permits quiet operation of the screw. Call **POWER TRANSMISSION PRODUCTS**; their experienced engineers can solve your torsional problems.

Power Transmission Products

A DIVISION OF PORTLAND IRON WORKS

1107 N.W. 14TH AVENUE, PORTLAND 9, OREGON

Call Capitol 7-1271



RICH SHRIMPING was found in this Westward area of Alaska by the trawler *Tordenskjold*, fishing on an exploratory charter to the U. S. Bureau of Commercial Fisheries. Average catch for the drags shown here was 550 lbs. of shrimp per 30-minute drag. Catches ranging from 3,000 to 3,800 lbs. were made in some half-hour drags, being by far the heaviest shrimping yet reported on recent Pacific explorations.

Shrimping Takes a Look at Itself — And This is What it Sees

• The new Pacific Coast shrimp industry got a first chance to look at itself last month. Some 30 members of that industry packed a meeting room at the U. S. Bureau of Commercial Fisheries Technological Laboratory in Seattle to hear what research has been done, what study is planned in 1958, and to say what further things they would like to know.

What has happened so far? In 1955 the Westport crab fishermen requested a study of shrimp as a possible off-season industry; for years they had known there were Ocean Pink shrimp off the Washington and Oregon coasts, and some commercial landings had been made in Oregon, without being economically successful.

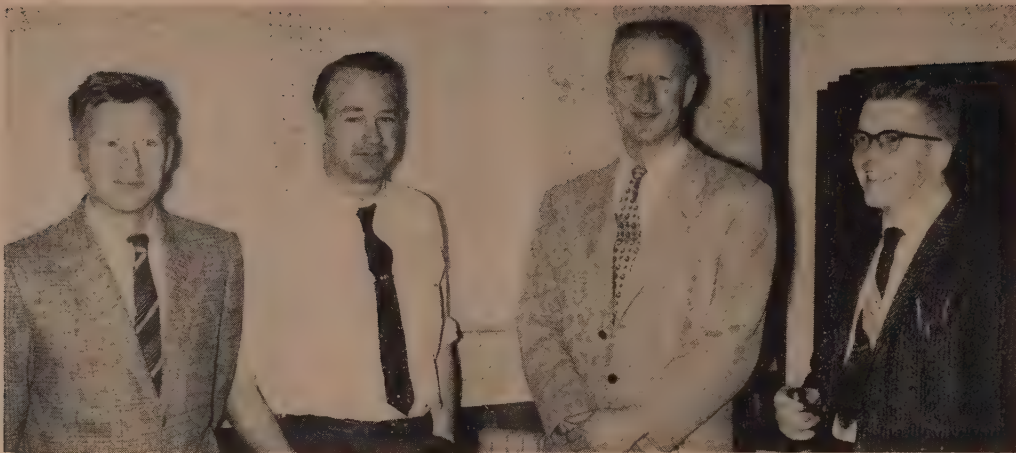
• *The problem:* The high-cost and

hand-picking or peeling these small, fragile pink shrimp. Two developments had solved this problem elsewhere in the shrimp industry. First, machine-peeling of small shrimp was made practical by the successful use of mechanical shrimp-peeling apparatus. Second, the public had accepted the canned product with enthusiasm. Technologically and commercially, then, a Pacific Northwest shrimp industry was practical if the shrimp could be found in sufficient quantity.

• *First trials:* In 1955 and 1956 there were four groups working on this problem at the same time. (1) Washington and Oregon state fisheries biologists were studying the species of shrimp and how they could be exploited safely. (2) The exploratory division of the U. S. Bureau of Com-

mercial Fisheries sent out the exploratory vessel *John N. Cobb* to find where there might be commercial quantities. (3) The USBCF laboratory studied how a palatable product could be produced. And the industry itself conducted experiments. Ivar Wendt sent Washington shrimp samples, air-express, to Gulf of Mexico canneries to see if their machines would peel the Pacific shrimp mechanically.

• *The first start:* In 1957 the shrimp industry got its start. Peelers machines were installed. Two million pounds were caught and there was a sizable pack; but this is only a taste of Washington shrimp. "On the basis of the number of Peelers machines operating and results so far, we believe production could increase five times this



Shrimp Report to the industry was made at Seattle in March by these four: from the left, Clyde Sayce and D. L. Alverson, Washington Department of Fisheries; and Don Powell and J. A. Dassow, U. S. Bureau of Commercial Fisheries.

year.”—That statement was made at the meeting by co-chairman John A. Dassow, assistant chief, Pacific Coast Technological Research.

In other words, it is expected that the 1958 catch of Washington-Oregon shrimp will total 10 million pounds. More Peelers will be installed. More canneries will produce shrimp.

What research contributes to this? There are four heartening aspects to the North Pacific shrimp fisheries research.

First, new and productive shrimp-ing grounds are being discovered. The Cobb found shrimp in commercial quantities all the way from Destruction Island to Ocean Park, Wash., at various locations, with particularly good catches in areas 20 miles off Copalis Head. This was verified by reports from commercial fishermen.

Second, larger shrimp will be sought. The Alaska shrimp found by the schooner-trawler *Tordenskjold* in Westward Alaska showed more of

the larger shrimp of “coonstripe” and “sidestripe” species. Shrimp found on the Washington coast near Destruction Island were very small, and since nothing is known of their migratory habits, it is possible that when this area is revisited in 1958 the shrimp there may be larger. Particular attention will be given to study of deeper waters nearer the edge of the continental shelf. The study will be pressed southward for early concentration off the mouth of the Columbia River, due to favorable reports from Astoria and elsewhere.

Third, new types of gear are being studied. So far the best gear discovered has been a small, flat shrimp trawl, a modified otter trawl of a type used in the Gulf of Mexico. Beam trawl gear has not been so successful except in the Southeast Alaska area, where it works better on rough bottom. In Alaska studies in the Shumagin Islands area dragging conditions were particularly good with the Gulf shrimp trawl, with catches as high as 3500 pounds per half-hour. On the Washington coast, early tests using a beam trawl produced only 100 to 150 pounds per hour, but with the Gulf shrimp trawl, catches as high as 2000 pounds per hour were taken 30 miles west of Grays harbor.

Fourth, the technological study will be continued to find the best way of delivering shrimp to canneries in prime condition. This is the big problem of this new industry—to convert as much of the catch as possible into the best quality product.

Initial Recommendations

• Among the recommendations which came out of the initial industry meeting were:

1. The best shrimp fishing is in spots where there are the least fish. It had been expected that where there

TUBBS ROPES

for the big jobs

Commercial fishing is a big job... a tough job... and a lot depends on rope. That's why Tubbs has such a large selection of ropes—all specifically designed and tested for the professional fisherman.

Tubbs Extra Superior Manila—Selected top grade Manila receives special lubrication and water repellent treatments. Tough and durable. Also available copper treated for mildew resistance.

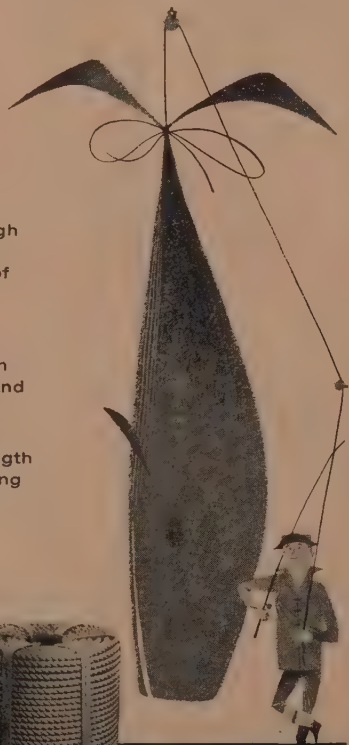
Tubbs Nylon Rope—Twice the tensile strength of Manila plus elasticity and easy-handling surface. Rot and mildew resistant.

Tubbs Dacron Rope—Excellent resistance to abrasion, sunlight, rot, and marine organisms. Half the elasticity of nylon.

Tubbs High Tensile Polyethylene—Half again as strong as Manila, rot resistant, and buoyant.

For complete information about all Tubbs ropes write Dept. A-4

a trusted name since 1856.



TUBBS CORDAGE COMPANY

Main Office: 200 Bush St., San Francisco 4, Calif.
Other Offices: Seattle • Portland • Los Angeles
New Orleans • Houston • Chicago • New York

were plenty of good shrimp, plenty of small bottom fish would be found feeding on them and would be trapped in the shrimp trawl. Actually, the heaviest catches were of top-quality shrimp with relatively few fish to sort out. This is important from a conservation standpoint, indicating the smaller-mesh shrimp trawl can be permitted with less risk to small bottom fish; and of course it means that good shrimp can be caught with little sorting work and wastage.

2. Short hauls produce the best shrimp. When the drag is too long, the shrimp are crushed in the cod end. Shrimp viscera are located in the head, which is easily crushed, and when this happens enzymes are released which soften the body making it break apart in mechanical peeling.

3. Icing has to be done carefully. Shrimp will hold several days in the hold and still arrive suitable for machine peeling if not packed too deep. It is recommended to use pallets or small boxes so that they are packed in layers. Aluminum bin boards are used in Europe.

4. Chilled-seawater storage seems to be the answer to keep the shrimp in prime condition. Laboratory experiments encourage this. The shrimp are easier to unload when seawater chilled.

5. Catching mud in the trawl is to be avoided as much as possible. First, it has an abrasive and crushing effect; second, bacteria in the mud speed deterioration.

6. When dumping shrimp on the deck, make the sorting, washing, and storage processes as short and gentle as possible. Sorting tables and metal chutes are advised.

7. In icing, it is particularly important to be quick and gentle. One or two hours can make a big difference. Shelving in bins is best every two feet, to minimize crushing. The crushed ice should not be so coarse as to crush the shrimp, nor so fine as to impede drainage. An ice layer on bottom and sides should be built up for drainage and to prevent shrimp from contacting wood where temperature will be higher. Ice boxes should be considered instead of bins because they are easier to load properly, easier to unload. Iced shrimp should not be held over three days at sea and not over two days at the plant before processing.

8. In brine storage, tests showed that the best ratio of shrimp to brine was about 26 to 28 lbs. of whole shrimp per cubic foot of brine. Lower concentration of shrimp means more salt uptake and protein loss in the shrimp; higher concentration of shrimp impedes brine circulation. In a test

with plastic bags, a 1-to-1 ratio of shrimp to brine appeared to be allowable and to yield 32 pounds of shrimp maximum to the cubic foot of brine. These tests are not conclusive yet. So far it appears that a period of 6 to 7 days in 30 degree brine is the maximum to hold the product suitable for processing. Aboard ship, if the shrimp are put in brine immediately, an extra day could be allowable. Multiple tanks of smaller size would allow the shrimp to be held longer in the proper solution.

9. The study of double trawls will bear attention. This method has swept the Gulf where they drag in shallower

water. It is possible to carry one trawl some distance ahead of the other.

• The meeting indicated the problems of the shrimp industry for Washington and Oregon, and its growth in Alaska, are the usual problems of growing-pains. The prospects have grown from zero to two million pounds, to a 10-million-pound catch, in successive years. This year there will be six shrimp canneries operating in Washington and two in Oregon. The industry hopes to police itself to improve quality and competitive position in the market, and to keep alert to new areas, where canneries must be built in nearest possible proximity.

"CANOR PLAREX"

WATERPROOF CLOTHING



One of the most highly regarded names in waterproof clothing —

CANOR PLAREX of Norway — is now available in U.S. and Canada.

Combining lessons learned in 80 years of manufacturing, the clothing is famed for its high quality and resultant long life.

100% waterproof, with every seam sewn and electronically welded, it is specially ventilated to avoid condensation.

- Extremely durable—yet light and flexible.
- No stiffness in cold weather.
- Highly resistant to oils, acids, etc.
- Will never crack, peel or become sticky.

CANOR PLAREX

Best in waterproof clothing

AVAILABLE FROM

ALASKA: Larger Marine Stores; **WASH.:** Nordby Supply Co., Kolstrand Supply Co., Seattle Ship Supply Co., Pacific Fishing & Trading Co., Seattle Marine & Fishing Supply Co.; **Tacoma** Marine Supply Co., Tacoma; **OREGON:** Oregon Marine Supply Co., The Beebe Co., A. Puusti & Co., England Marine Supplies; **CALIFORNIA:** C. J. Hendry Co., Marine Hardware Co.; **BRITISH COLUMBIA:** Edw. Lipsett, Ltd., Western Marine Supply Co. Ltd., Ocean Marine Supply Ltd., Western Leckie, Ltd.

Phone or write today for literature on the full range of Canor Plarex Clothing.

Canor Plarex Inc.

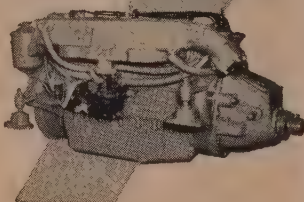
2614 Western Ave.
Seattle, Wash.

YOUR WIDEST POWER CHOICE FROM THE LEADING MARINE ENGINE BUILDER!

Gray's new 85 hp Four-85 is one of nine 4-cylinder engines covering a wide range of requirements, and listed at 25, 31, 45, 60, 63, 70, 75, 85 and 90 hp.

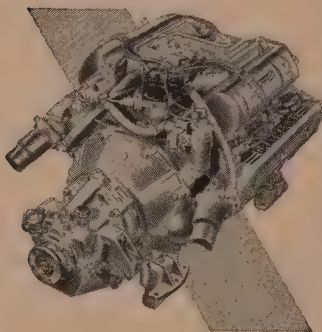
Gray's 109 hp Model 109 (shown) is popular with stockboat builders, and one of ten fast, smooth 6-cylinder engines rated at 109, 116, 118, 120, 136, 150, 165, 175, 185 and 200 hp.

19 FOURS AND SIXES

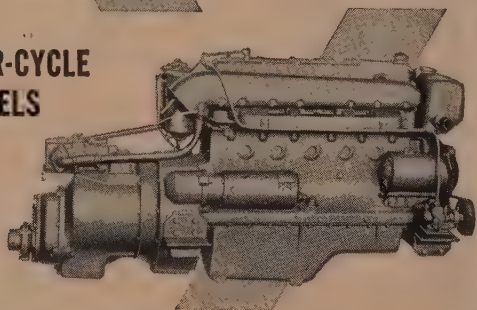


2 FIREBALL V-8's

Gray's smooth new V-8's—160 hp and 225 hp—have already distinguished themselves in many varied installations for those who want top power in a lightweight, compact yet sturdy package. Many features, including new Warner hydraulic gear, smooth idling, quick acceleration, top-of-engine serv-



6 FOUR-CYCLE DIESELS



Gray's 130 hp Six-D427 shown, use-proved for years in Government service, is representative of the Gray Diesel line—25, 30, 60, 130, 150 hp, and now the new 190 hp Six-D802. For those who want the benefits of Diesel power, Gray's four-cycle design is an extra advantage, resulting in simpler maintenance and smoother, quieter operation.



GRAYMARINE

**GRAY MARINE MOTOR COMPANY
DETROIT 7, MICHIGAN, U.S.A.**

SUBSIDIARY OF CONTINENTAL MOTORS CORPORATION

NORTH HILL

DIGS FAST . HOLDS FAST... BREAKS OUT EASY



And for true economy when buying netting, get these famous top brands of The Linen Thread Co., America's first authority on commercial fishing nets...

BARBOUR'S

Double-Knot Nylon Salmon Gill Netting.
Bonded Nylon Seine Netting—
Bonded Nylon Gill Netting.

Gold Medal

Order

**NYAK
NETTING**

Cotton Seine Netting—Nylon Gill
Netting—Cotton Seine Twine—Filament
Nylon and Spun Nylon Seine Twine—
Nyak Seine Twine.

for the great advantages of Nylon
at big savings!

Pacific Coast Distributors:

- | | |
|--|--|
| Cincotta Bros.
169 Jefferson Street
San Francisco, Calif.
203 Alvarado Street
Monterey, Calif. | Oregon Marine Supply Company
Astoria, Oregon |
| Marine Hardware Company, Inc.
304 South Beacon Street
San Pedro, Calif. | Oregon Marine Supply Company
235 Southwest First Avenue
Portland 4, Oregon |
| Marine Hardware Company, Inc.
Cooperative Building
San Pedro, Calif. | Pacific Fishing & Trading Co.
1403 West 45th Street
Seattle 7, Washington |
| Marine Hardware Company, Inc.
304 Sardine Street
Terminal Island, Calif. | Pacific Marine Supply Company
1217-1223 Western Avenue
Seattle 1, Washington |
| | San Diego Marine Hardware, Inc.
1520 India Street
San Diego 1, Calif. |

FOOD FISH MARKETING

Section of PACIFIC FISHERMAN--

*News and Views of National
Trade in Fish and Shellfish*

April, 1958

Salmon Promotion is Sustained CONSUMER-COURTING

• "Consumer-courting is highly competitive these days; and we are having to live down a reputation of being in-and-outers—

"But we're making real progress, and we're doing it on surprisingly little money."

It's Leo T. Kreielsheimer talking about the Canned Salmon Institutes Salmon Promotion Program, of which he is chairman. He is speaking to several hundred members of the salmon industry, assembled at Seattle for the 20th Annual Cutting March 18.

• Going into details were Sid Copeland and Lee Jacoby of Cole & Weber, the Seattle agency handling the program, who presented the three phase promotion which stepped into full pace in Lent—a pace which will be maintained to support National Canned Salmon Week, timed for arrival of new-pack in August.

What are the three phases?

1. Promotion of interest in canned salmon and its serving through the food pages of newspapers, in Sunday supplements, national magazines, television and radio, trade papers and house organs; and to back the program with copy, photos, a color-sound movie, recipe books, a fact-book, and point-of-sale material.

2. Education of young people, the consumers of tomorrow, with the long-run of consuming years before them, to the advantages of salmon in the menu as well as the diet, for zest and variety, as well as for protein and vitamins; and this through home economics teachers, diet data, fact books and point-of-education material.

3. Education of the trade by means of grocers' journals, tie-in merchandising promotions, and through association with other products with which salmon is naturally complimentary.

Salmon Fog-Cutting—

• Because he cuts through the fog overhanging one aspect of the canned salmon market with clarifying words, L. A. Petersen, sales manager of the New England Fish Co., Seattle, is our guest commentator this month.

We quote generously from his letter-to-the-trade of March 14:

"The situation on Reds and Sockeyes, both talls and halves, has some buyers confused, and with good reason. Personal property taxes will be assessed in Washington on April 30th. Accordingly a few packers are willing to take business today at a reduction that is somewhat more than the taxes would amount to. This doesn't seem to make sense, but undoubtedly they feel there is no use in baiting your hook unless you put a big fat worm on it. Then the frozen Reds, particularly halves, have met an unwilling market, and have been offered

at \$29.00 for talls, and from \$18.00 down to as low as \$13.00 on halves, the latter price being quoted freely on 1956 pack. As you know, the pack of Alaska Reds and Puget Sound Sockeyes was light last year, importations from Japan much lighter than the previous year, importations from Canada nil, and stocks on the Coast are probably much lighter than normal for this time of year. Accordingly the few signs that may indicate weakness on this grade are not based on a fundamentally weak situation.

"Pinks may prove to be a problem for many buyers in the coming months, as remaining supplies are light, and in few hands. The domestic pack of this item is pretty well cleaned out, and the bulk of what will be available from now on will be imports from Japan and Canada. The latter are concentrated in the hands of those

few who have the established connections for supply, who had the foresight to contract for the goods early in the sales year, and the financial ability to consummate the business."

L.A. Fish Supply Light With Clamorous Demand

The fresh fish market, faced with under-normal catches, was firm all along the line, the demand for all kinds of fish and shellfish outrunning the supply.

Whether there was any connection with the short supply or not, two big canneries in the Los Angeles Harbor area were canning squid for the first time in many years. The weather was blamed for most of the failure of the fresh fish catch to come up to normal. February and March were two of the stormiest months in many years in Southern California.

THERE'S
A GROWING
Demand for

**BLACK
TOP**

ALASKA PINK

SALMON

CONTENTS ONE POUND

Quality
Pink Salmon

KELLEY-CLARKE CO.
2460 6th Ave. S.
Seattle 4, Washington

Rising Consumer Complaints Demand Increased Vigilance

• Current upswing in consumer complaints regarding canned foods in all categories, reported to the 20th Canned Salmon Cutting by Dr. Ira I. Somers, National Canners Association director of research, was seen as an added reason for all fish cannerys to exercise extreme vigilance in protecting their packs from any possible contamination by sharpening plant practices to eliminate sources which might contribute in any way to such dangers.

This was emphasized by Walter V. Yonker, manager of the N.C.A. Northwest Branch, who also urged the cannerys to file their code systems and pack reports with the N. W. Branch's Inspection Laboratory in order to facilitate inspection and clearance of the pack.

He reported that the 1957 pack had graded high, and that the quantity questioned or subject to reconditioning had been very low.

Dr. G. Ivor Jones, N.C.A. Northwest Branch chief chemist, told the salmon cannerys at the cutting of the principal projects currently occupying

California Imports of Frozen Tuna

Cumulative data in tons for 1958 through March 8, and for other years to the nearest comparable date. Data from U. S. Market News Service.

	Albacore	Skipjack	Yellowfin	Unclassified	Total
San Francisco	299		1,313		1,612
San Pedro	2,612	820	3,983	5	7,420
San Diego	215	135	584		934
Total to March 8	3,126	955	5,880	5	9,966
1957	4,022	2,325	4,313		10,660
1956	2,392	1,738	5,385		9,515

the laboratory's attention, particularly continuing work in the study of possible salmon standards; direct member services, such as testing dietetic packs, examining canning oils, control of crabmeat bluing, and attacking shrimp canning problems; and the long-range study of color changes brought about in the heat processing of canned salmon; and the attempt to develop a quick, sure method of detecting spoilage in fish by methods other than organoleptic.

Seattle Seafoods Gets "Carnation" License

Licensing of Seattle Seafoods, Inc., for exclusive Pacific Northwest use of the "Carnation" label on 10 seafood items is announced by W. W. Durney, president of the Seafare Corporation of Los Angeles, controlling the label on fish and seafoods.

R. A. Littlefield is president of Seattle Seafoods, Inc., which has arranged to use the "Carnation" label on such items as consumer and institutional packages of frozen salmon, halibut and swordfish steaks, Dungeness and King crab.

The Carnation brand has been licensed for use on the products of eight eastern plants and three in the West, while negotiations are reported under way on the Gulf.

Mr. Durney announced that he, Mr. Littlefield, Murry Berger of Seafare Easter, and a new director of Seafare, Aldo Casaretto, president of the National Fisheries Institute, will meet at the N.F.I. convention in San Francisco this month to appoint brokers in a number of states.

Pacific Northwest Market Pacific Northwest Market

Market prices currently quoted at presstime by Pacific Northwest brokers and cannery sales department, cases of 48 tins, unless otherwise specified, good quality, as reported by the U. S. Bureau of Commercial Fisheries, Market News Service.

Items and Packages

	Per Case
Puget Sound	
Sockeye, halves	\$23
Sockeye, quarters	13
Alaska	
Red, tails	33 -34
Red, halves	21 -22
Pink, tails	23
Pink, halves	13 -13.50
Pink, 4-lbs. (12)	24
Coho, tails	26 -27
Coho, halves	15 -16
Coho, quarters	9.50
Coho, 4-lb. (12)	26.50-28
Chum, summer, tall	18
Chum, fall, tall	16 -17
Chum, summer, halves	11 -11.50
Chum, fall, halves	10.50
Chum, 4-lb. (12)	19 -20
King, tails	28.50-29
Columbia River	
Chinook, 1/2 oval (12)	14 -14.25
Fancy, halves	24 -26
Fancy, quarters	13 -14.50
Choice, halves	17
Choice, quarters	9.75
Silver, halves	16 -17
Silver, quarters	9 -9.75
Tuna, Northwest Pack—	
Albacore, fcy., 7 oz.	12
Yellowfin, chunk, 6 1/2 oz.	9.70
Tuna, Featured Pack—	
Albacore, fcy., 7 oz.	14.85-15.25
Albacore, fcy., 3 1/2 oz.	8.50 9.15
Albacore, chunk, 6 1/2 oz.	10.50-13
Albacore, chunk, 3 oz.	6.50- 8
Lightmeat, fcy., 7 oz.	14.25
Lightmeat, fcy., 3 1/2 oz.	8.70
Lightmeat, chunk, 6 1/2 oz.	12.50
Lightmeat, chunk, 3 oz.	7.65
Canned Crab—	
Dungeness, 24, 6 1/2 oz.	11
King, 24, 7 1/2 oz., fcy.	29
King, 24, 1s, fcy.	26.50
King, 24, 7 1/2 oz., fcy.	14.60
Northwest Shrimp—	
Wet Pack, 24, 4 1/2 oz.	7.50

Southern California Domestic Tuna Deliveries

Cumulative totals for 1958 through March 15, in tons, as reported by U. S. Market News Service.

	Albacore	Bluefin	Skipjack	Yellowfin	Bonito, etc.	Total
Clippers and						
Albacore Fleet	4		9,821	10,015	31	19,871
Purse Seiners		272	325	1,534	83	2,214
Total 1958						
through March 15	4	272	10,146	11,549	114	22,085
Total 1957	220		9,862	12,169	24	22,275
Total 1956	180	1	13,411	18,169		31,761



Cutting Points Retailer's Quality Responsibility in Packaged Frozen Products

• Responsibility of the retailer for maintaining the quality of the packaged frozen fish he buys so it will be fit to sell —

This was the prime point developed at the Frozen Steak and Fillet Cutting conducted at Seattle March 20 by the Quality Committee of the National Fisheries Institute.

Samples for the examination were derived from retail cabinets and wholesale warehouse stocks. There were good and poor fish in both classifications, but some of the samples bought at retail throughout the country were worse than unmerchantable. They were *inedible*.

Opinion of the examiners with re-

Packaged Frozen fish under scrutiny of judging teams at NFI Quality Committee's Pacific Northwest product evaluation conference.



spect to some of these over-age goods — and that was really all that was wrong with them — was that their sale would have reacted disastrously upon the trade and reputation of the retailer as well as the brand they bore, and upon fish in all forms — particularly packaged frozen fish.

The cutting involved only Pacific Northwest packaged frozen salmon and halibut steaks; and Pacific Ocean perch and sole fillets. It was conducted under the auspices of the Quality Committee of the National Fisheries Institute by E. A. Ruthford, its chairman.

Judging teams included: Norman McGregor, Harold Gramson, Ralph Syverson, San Juan Fishing & Packing Co.; George Wilner, Nakat Packing Corporation; Harry Beard, Palmer Olsen, New England Fish Co.;

Norman Weitkamp, Washington Fish & Oyster Co.; Cliff Gilker and Brad Hall, Booth Fisheries Co.; John McCallum, McCallum-Legaz Fish Co.; Rufus Littlefield, Seattle Seafoods, Inc.; W. C. Eardley Jr., Eardley Fisheries Co.; Ray Kihara, Main Fish Co.;

Myer Bornstein, Bornstein Fisheries Co.; Cal Dahl, Dahl Fish Co.; Jack Alhadeff, Whiz Fish Products Co.

They Add Up To A Lot of Sales!



Oceanic

SALES COMPANY
3302 SMITH TOWER
SEATTLE 4, WASH.

ROBERT L. STIX, INC. CANNED and FROZEN FISH

Contact Us for Your Supplies of
SHRIMP—LOBSTER TAILS—RED SNAPPER FILLETS
—POMPANO—FROGLEGS—TROUT—SWORDFISH
260 W. Bway, N.Y. 13 114 S. Central Av., L.A. 12
Tel: WORTH 2-7527 Tel: Michigan 2525

Richer Redder



"Packed with the
Wiggle in its tail"

NEW ENGLAND FISH CO.

Seattle, Wash.
Since 1868

Producers ★ Packers ★ Distributors
Canned ★ Fresh ★ Frozen ★ Seafoods

Canadians to Review Policy on Fishing Mingled Stocks

• Members of the Canadian section of the International North Pacific Fisheries Commission will meet with fishermen and other representatives of the industry April 28 at Hotel Vancouver.

Purpose of the meeting is to hear criticism of the section's attitude respecting the division of mid-ocean fishing in the Pacific, which American members of the Commission and both American and Canadian fishermen have claimed is unfairly advantageous to Japan. Members of the Canadian section will present their side of the

case, and there will be an opportunity for general discussion of what has become one of the most controversial issues affecting North Pacific fisheries.

United Fishermen and Allied Workers' Union, at a meeting in White Rock, B. C., last January, adopted a policy statement calling on the governments of Canada and the U. S. to seek interim agreement with Japan prior to the opening of this year's salmon season designed "to prevent the Japanese mothership fleet from continuing its exploitation of North American salmon in the North Pacific area."

Van Campen to Tokyo As Fishery Attachee

Wilvan G. Van Campen, a Japanese language expert and fishery biologist of the U. S. Bureau of Commercial Fisheries, has been assigned to the United States embassy in Tokyo as fishery attachee.

For a number of years the Department of State, the Fish and Wildlife Service and the American industry has been without the service of such an attachee in Japan. William Neville for-

merly served in this capacity but the position was discontinued when a wave of economy swept the Department of State.

Resumption of the service is expected to prove of great value to American interests as result of the importance of the trade in fishery products passing between the two countries, as well as of diplomatic, biological and industrial considerations.

Mr. Van Campen has served for a number of years as a staff member of the Pacific Oceanic Fishery Investigations at Honolulu; and in the fall of 1957 was a Japanese language interpreter for the United States Section at the International North Pacific Fisheries Commission meeting at Vancouver.

Ralph Marsh Tackles Shrimp Task in India

Ralph Marsh of Marsh Marine Products, Moss Landing, Calif., has accepted an assignment in Cochin, India. He will spend several months in southern India helping re-organize the shrimp industry.

He finds that small, choice shrimp are found among the rice paddies in lowlands back from the sea. His work entails showing the natives modern methods of harvesting and processing the shellfish.



**QUALITY
SYMBOL**

"fresh-caught flavor"

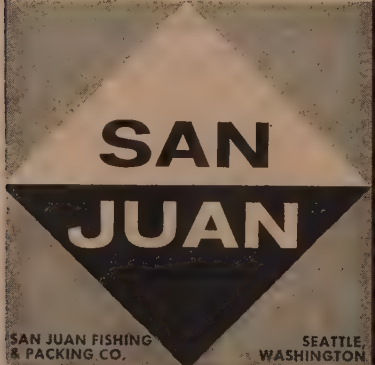
frozen fresh

**HALIBUT
AND
SALMON**

**portion
controlled
steaks**

Complete line of

FROZEN FRESH SEAFOODS



**SAN
JUAN**

SAN JUAN FISHING
& PACKING CO.

SEATTLE
WASHINGTON

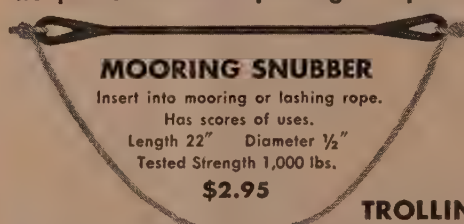


**Griffith
MARINE LINE**

*...Gets rid
of the JERK!*

**LIVE
NEOPRENE
SNUBBERS**

**Gets rid of damaging jerks, jolts, shocks. Special formula
neoprene withstands prolonged exposure to sun and salt spray.**



MOORING SNUBBER

Insert into mooring or lashing rope.
Has scores of uses.
Length 22" Diameter 1/2"
Tested Strength 1,000 lbs.

\$2.95

**TOW LINE OR
ANCHOR SNUBBER**

Clamp or chain into anchor
line or tow line to absorb
pounding of waves.
Length 7' Diameter 2"
Tested Strength 4,000 lbs.

\$45.00

TROLLING TUBING

3/8" O.D. x 1/8" I.D. 16c ft.
7/16" O.D. x 1/8" I.D. 17c ft.

**NEW DELUXE
TUNA TROLLING TUBING**

1/2" O.D. x 3/32" I.D.
Ocean-tested for two years.
35c ft.

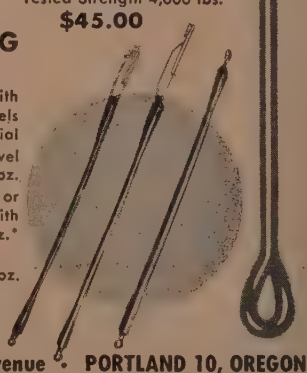
**TROLLING
SNUBBERS**

Standard 14" length with
heavy metal line swivels
and snaps for commercial
fishing. Solid eye, swivel
end \$10 doz.
Kolstrand double snap or
improved No. 9 snap with
swivel end \$12 doz.*
*With ball bearing line
swivels \$18 doz.

● AT YOUR MARINE DEALER

... or write for literature

GRIFFITH RUBBER MILLS • 2439 N. W. 22nd Avenue • PORTLAND 10, OREGON



Strong, Tough Tempaloy Shafting withstands severe jarring

When the pleasure boat "Ideclare" was returning from North Pacific and Canadian waters last Fall, one of its two 5-bladed propellers hit a submerged object. Inspection later at Jensen Motor Boat Co., Seattle, revealed that the propeller blades were badly bent . . . but the Tempaloy shafting remained true—unaffected by hours of pounding from the unbalanced propeller. Mr. Anchor Jensen states that this is the first time he has seen a new high-strength alloy propeller bent and the shafting remaining true.



TEMPALOY®-917, nickel-aluminum bronze shafting, was developed by The American Brass Company for use requiring extra high strength and lighter weight. Repowering with higher horsepower engines often means replacing original shafting, too. Tempaloy provides the needed extra strength with no increase in shaft diameter—saving costly alteration of bearing, stuffing box and housing assemblies. Features: toughness and high yield strength—high resistance to shock—excellent corrosion resistance—lighter weight—special straightening—close diameter tolerances—individually wrapped and trade-marked—reasonably priced.



TOBIN BRONZE® Shafting has proved itself through its dependable performance on thousands and thousands of pleasure boats, fishing and other commercial craft. It is this record of dependability that has made it first choice of boatbuilders and boatowners.



"IDECLARE," twin-screw Chris-Craft cruiser which is in constant use in waters off Canada, getting overhauled after its underwater mishap. Power is transmitted to its 5-bladed wheels by two 1 3/8" Tempaloy shafts.

Both Anaconda propeller shafts are available through leading marine supply distributors. For detailed information, see your distributor or write: The American Brass Company, Ansonia Division, Ansonia, Conn. District Sales Offices: Los Angeles, Calif., at 14900 Garfield Ave., Paramount—San Francisco 4, Calif., at 120 Montgomery St.—Seattle 1, Wash., at 902 White-Henry-Stuart Bldg.

58110PF

ANACONDA®

**PROPELLER SHAFTING
MARINE BRASS AND BRONZE
EVERDUR® FOR FASTENINGS AND FITTINGS**

The PAK-FORMER



Leading tuna canners are now using the PAK-FORMER for their Chunk and Grated Style Packs. A variable speed drive permits filling speed adjustments of between 140 and 250 cans per minute. Available to the industry under similar terms as our PAK-SHAPER.

For Complete Information Write to

E. H. CARRUTHERS CO.

Engineers and Designers to the Food Packing Industry
P. O. Box 1332 Warrenton, Ore.

Stay-Tite All Seal



(A LIQUID NEOPRENE)

The right product for stopping boat leaks! Being a liquid Neoprene, ALL-SEAL flows into hard-to-get-at places without requiring the wood to be completely dry. Waterproof, unharmed by oil, gas, or sunlight; shows amazing flexibility. Recommended as sealer, wood to wood adhesive where flexibility and strength are desired, and as a seam filler for narrow deck seams. Sands easily. In white, mahogany, black.

STAY-TITE PRODUCTS CO.

"Waterproof Products of Merit Since 1908" Cleveland 4, Ohio

"MOBY DICK"

NETTING

WE are manufacturers of NYLON-NYVIS and Cotton Seine Netting for Seines, Trawls, Pound Nets, Traps, Gill Nets, Trammel Nets, Etc.

Distributors Wanted—Send for Price List

THE CARRON NET COMPANY

Two Rivers, Wis.

Diesel Engine Sales, Inc., Selects FEDERAL PROPELLERS

**for 5 New Fishing Craft* (Nos. 701, 2, 3, 4, 5)

The continuing use of these wheels as original equipment by Diesel Engine Sales, Inc., speaks volumes for the high regard they have won with this outstanding builder . . . just as they have with leading builders from coast to coast. For the finest possible performance and the most your propeller dollars will buy, see your FEDERAL Dealer or write to us for complete details.

Ask for "PROPELLER ANALYSIS" form if you would like a FREE, expert propeller recommendation for your craft. Such recommendations have saved money and produced better performance for a host of owners. Available in standard sizes thru 72".

*The five vessels are the RICKY M (shown) SOUTHERN WAVE, CORPUS QUEEN, CAPTAIN SPORT and ALENE R

FEDERAL PROPELLERS
GRAND RAPIDS, MICHIGAN



Ready, mate? Reserve your copy NOW of
this certain-to-be-rare, 500-photo chronicle!

PACIFIC STEAMBOATS

by GORDON NEWELL and JOE WILLIAMSON
Maritime authorities, authors of "Pacific Tugboats"

From sidewheelers to diesel ferries . . . comprehensive album, valuable chronicle of Pacific Coast steamboat progress . . . a hobbyist's must. 500 old and rare photos, tales of famous ships, exploits of sea dogs, displays of steamboat schedules, ads, tickets. Reserve Your Copies of this Beautiful New Showpiece Now!

YOU SAVE \$1.25 by using the coupon below at the advance reservation price of \$8.75. Goes to \$10.00 after publication on Sept. 1. Send no money until books are delivered this fall.



SUPERIOR PUBLISHING CO.
Box 2190, Seattle 11, Wash.

Please reserve _____ copies of PACIFIC STEAMBOATS
at \$8.75 (regular \$10.00).

NAME _____
STREET _____
CITY _____ (WI)

MAIL
COUPON
NOW!

LESS NET CARE
LONGER NET LIFE
GREATER NET PROFITS

MARLON FISH NETS and TWINE

Fishermen's Co-op Ass'n., San Pedro
Consolidated Factors, Monterey
Pacific Marine Supply, Seattle

HYDRAULICS by MARCO

Power steering • Winches • Fishing Gear



M MARINE CONSTRUCTION AND DESIGN CO.
2300 COMMODORE WAY • SEATTLE

David Stern, Fillet Can Maker, Visits Coast

An interested visitor to Pacific Northwest fillet packers during the late winter was David Stern, general manager and treasurer of the Stern Can Co., Boston, a principal source of the specialized fillet cans widely used in the fresh fish industry.

His visit came at a time when weather curtailed fishing and, while he was able to talk business with the company principals, Mr. Stern expressed the hope that he could return later in the year and thus see the Pacific Northwest fillet fishery and packing operations in full swing.

Earl Hallmark Dies

Earl B. Hallmark, 57, former operator of Hallmark Fisheries, Eureka, Calif., and Trinidad, Calif., died at his home in Burlingame, Calif., after an illness of several months.

Mr. Hallmark was active in the fish industry in Humboldt county for many years, until he retired some years ago.

Petrich Sells "Endeavor" To Monterey Fisherman

The big Monterey purse seiner *Endeavor*, formerly owned by James Petrich, Tacoma, has been purchased by Sal Genovese, well known Monterey fisherman.

Southern California Receipts

	Albacore	Bluefin	Skipjack	Yellowfin	Bonito, etc.	Total
San Pedro	2,695	277	6,751	11,609	84	21,416
San Diego	216	..	4,380	5,002	30	9,628
Total 1958						
through Mar. 15	2,911	277	11,131	16,611	114	31,044
Total 1957	4,353	104	12,886	17,950	24	35,317
Total 1956	2,540		14,075	19,461	2	36,078

Fish Divoteer's Spring Tournament April 11

Bill Frankland of the Kelley-Clarke Co., Seattle, new president of The Fish Divoteers, has announced that the organization's 20th annual spring golf tournament will be held Friday, April 11, at the Rainier Golf & Country Club in Seattle.

D. L. Alverson to Join Exploratory Fishing Staff

Dayton L. "Lee" Alverson, biologist and gear expert for the past five years on the research staff of the Washington Department of Fisheries, submitted his resignation in March, and this month is joining the Exploratory Fishing Section of the U. S. Bureau of Commercial Fisheries at Seattle.

He was with the Exploratory Fishing Section prior to joining the Washington department in 1953; and before that was on the research staff of the Oregon Fish Commission.

Bendiksen is Building New Shrimp Cannery

Piledriving was started in March for the shrimp cannery section being erected at the E. H. Bendiksen Co. oyster cannery at South Bend, Wash., the newest entry into the growing list of Pacific Northwest shrimp canneries.

George Esveldt, superintendent, explains that the shrimp plant will share some of the facilities of the oyster plant, but that most of the functions of the two divisions will be entirely separate.

The shrimp cannery is due to be in operation late in the spring.



For Top Performance and Economy

Wise Pacific Coast Fishermen Choose

CUTLESS SOFT RUBBER WATER LUBRICATED BEARINGS

CUTLESS BEARINGS IMPROVE THE PERFORMANCE OF ANY VESSEL!

If you fish for a living you know the importance of dependable propeller shaft bearings. The kind that gives years of trouble-free, QUIET operation. The kind that saves shafts and keeps boat out of drydock. That kind is CUTLESS—the soft rubber, water lubricated bearing—the bearing fishermen depend on to keep them fishing.

Buy them from your favorite Marine Supply House or Ship Repair Yard when you haul out. Large west coast stocks, popular sizes. Factory stock to 11½-inch shaft size available overnight by air.



The tuna clipper San Juan, built by National Steel and Shipbuilding Corporation of San Diego, uses Cutless bearings.

LUCIAN Q. MOFFITT, INC.

AKRON 8, OHIO

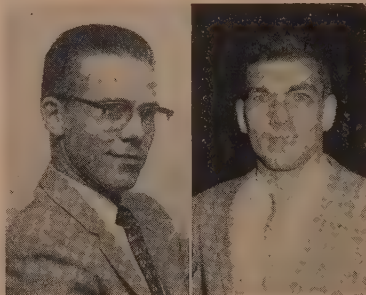
Engineers and National Distributors

B.F. Goodrich Cutless BEARINGS

PROPELLER SHAFT

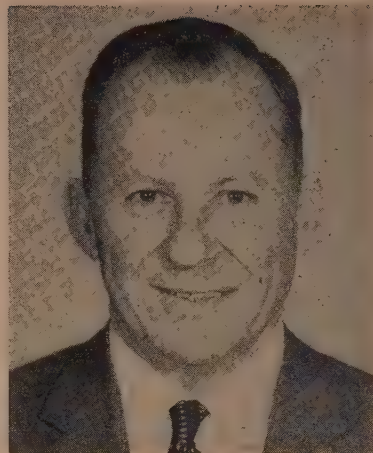
Through an unfortunate error, the wrong distributor in Portland, Oregon, was named in a half-page advertisement which appeared in the 1958 **Pacific Fisherman Yearbook**. General Electronics, Inc., is located

Appointment of additional authorized dealers for RCA "Radiomarine" electronic navigation and communications gear for fishing craft and small commercial vessels was announced recently by George P. Aldridge, Manager, "Radiomarine" Sales, including Moright Electronics, Inc., Santa Barbara, Calif.; and Southern California Electronics, Inc., San Pedro, Calif.



T. A. Claypool

V. C. "Bud" Capfer, with many years of diesel engine sales and service experience behind him, has been appointed sales engineer for Mercedes-Benz diesel engines, ranging from 15 to 3000 hp., and Nordberg natural gas and diesel engines, according to an announcement by J. E. Fries, north-



Standard fish processing plants were installed in Korea, Canada, South America and Africa recently.

IN CHICAGO			
BUYERS "Phone FROHMAN for Fish!" A COMPLETE SELLING ORGANIZATION			
 COMPLETE TRADE COVERAGE	 50 YEARS OF SALES PROMOTION AND MARKETING EXPERIENCE	 NATIONALLY RECOGNIZED HIGH STANDARDS OF SERVICE	 SPECIALISTS IN BRAND BUILDING
 RETAIL SPECIALTY WORK	 CREDIT INVOICING AND TRAFFIC SERVICE	 RECEIPT AND DISTRIBUTION OF CARS	 CONSIGNED STOCK SELLING & RECORD KEEPING

I. H. FROHMAN & SONS *Sales & Agents*
 FOR PRODUCERS OF CANNED AND FROZEN FISH AND SEA FOODS
 310 NORTH DEARBORN STREET CHICAGO 10



“THE CAPITOL” 2HE GEAR

Reverse & Reduction

The newest in hydraulically controlled marine gears. World Famous for smooth, dependable control, instant response and longer life. Features finger-touch control, instantaneous reverse and compactness. Full forward and full reverse for gas engines to 250 hp. at 4000 RPM. and diesel engines to 150 hp. at 3000 RPM.

Write for complete details:

CAPITOL GEARS

AUTO ENGINE WORKS, INC.

325 No. Hamline Ave., St. Paul 4, Minn.

After View
of the 2HE

Stern Can Firm's Growth Matched by Larger Plant

• Stern Can Company, well-known New England manufacturer of a full line of cans and specialized containers, in February opened its newly enlarged Boston plant, located beside the new multi-million dollar Boston super-highway system.

The new facilities, according to David Stern, treasurer and general manager of the 57-year-old company, include over 17,000 sq. feet of modern offices and plant area. Solomon Stern, vice-president of the company said, "Our newly enlarged facilities have been planned to enable us to provide even better service to all our customers. Located immediately adjacent to one of the most modern, high-speed roads in the country, we are able to provide rapid delivery to all parts of New England."

The Stern Can Company was founded over 57 years ago by the late Hyman Stern, one of the well-known names in the can industry in this country. Mr. Stern's fame as an honest, industrious can manufacturer spread rapidly throughout the trade. His contribution to the growth of the industry was noted in 1950 by the Can Manufacturers' Institute, which paid tribute to him as the Dean of New England Can Makers with a citation which read in part: "We are not paying tribute to Mr. Stern's years in the can business, which now number 72, but rather to the fullness and richness of those years. We wish to speak of the contribution which he has made to this country, a country which he chose, operating as he was permitted to under a free economy. Mr. Stern is living proof that this country of ours is a land of opportunity for all."

The current additions to the Stern plant

are a further tribute to Mr. Stern and to his sons, Harold, David, and Solomon, and their many co-workers and customers thru the years. Stuart L. Stern, assistant treasurer and assistant general manager, now represents the third generation of the family to be active in the company.

Shepherd Marine Expanding All Facilities and Services

Shepherd Marine, Division of Shepherd Machinery Co., is expanding all marine facilities and services in order to meet the growing demands in this field. As the first step in this expansion program, Shepherd Marine announces the promotion of Rod W. Bangham to the position of general manager, San Diego branch operations. He has been selling Caterpillar and Universal engines in the Los Angeles area for six years and, as such, has gained an intimate knowledge of the West Coast marine business. He will be assisted at Shepherd Marine in San Diego by Roger Sloan, Office Manager; Frank Chalupnik, Sales Representative; and Perry Hardin, Parts Representative.

Also in keeping with the announced expansion plans, Shepherd Marine has appointed Tom A. Claypool to the position of marine salesman in the Los Angeles Engine Department. He has been with Shepherd for one and one-half years during which time he has gained experience as parts salesman and, more recently, held the position of buyer for the company. He will be calling on marine accounts in the Los Angeles and surrounding area.

PAUL W. HILLER TE 44-538
315 AVALON BLVD. WILMINGTON, CALIFORNIA

Albina Power Take-Offs and Davit Hoists
Kidde CO-2 Fire Systems • J-W Sniffers
Crowell Electric Pumps and Hydraulic Halmas
Godfrey Corrosion Collars • Sen-Dura Heat Exchangers • Olympic and Neptune Ranges
Mathers & Sperry Controls • Ideal Windlasses

San Diego Marine Const. Co. SHIP CONSTRUCTION and REPAIRS

Marine Railways, Floating Drydock
Foot of Sampson Street
SAN DIEGO 12, CALIF.

H. C. HANSON Naval Architect :: Engineer

Phone MAin 3-3549
102 Colman Ferry Terminal
Seattle 4

ARTHUR DE FEVER

Naval Architect & Marine Surveyor

Boat Design Re-Conditioning Survey
Consultation Inspection Appraisals
701 East Harbor Drive, P.O. Box 1049
San Diego 12, California, Phone: BE 9-2159
San Pedro, California, TE 2-7283

ONAN Electric Plants

for dependable
Light and Power
on fishing craft

There's an Onan Electric Plant the right size and type for craft of every size and purpose... shrimpers, trawlers, tugs, workboats of all kinds. They speed up work aboard, save time. Operate bilge pumps, compressors, radios, water systems, floodlights and other equipment. Smooth-running and dependable; compact and easy to install. Standard equipment on many new craft.

Model 5DRP—Two-cylinder, air-cooled Diesel engine, 5,000 watts A.C.

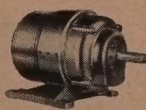
A Model to Fit Your Craft



Model 3D5P 3KW One-cylinder Diesel



Air-cooled models: 500 to 10,000 watts, gasoline, 1 1/2 to 5KW



Separate generators 1 1/2 to 5KW

Write for folder

D. W. ONAN & SONS INC.

3476A University Ave. S. E. • Minneapolis 14, Minn.

a man's in good
company with



NETS



Tough, durable, precision-made of improved netting materials... a real commercial fisherman's choice.

Ederer Royal Chinook Double Knot Salmon Gill Netting (Nylon or Linen) Bonded Nylon — Cotton Seine Netting — Dyak "miracle fiber" netting — the famous Ederer "Sta-Lok" Nylon Gill Netting... Seine Twine of Cotton, Dyak, Filament Nylon, Spun Nylon.

Pacific Coast Distributors:

The Beebe Company
4444 Southwest Macadam
Portland, Oregon

C. J. Hendry Company
27 Main Street
San Francisco 5, Calif.

C. J. Hendry Company
2607 Byron Street
San Diego 6, Calif.

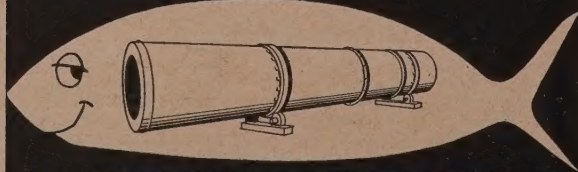
C. J. Hendry Company
111 South Front Street
San Pedro, Calif.

ADVERTISING INDEX

Amende & Schultz	21	Liberty Fish & Oyster Co., The	21
American Brass Co. (The Anaconda Co.)	57	Linen Thread Co., The	52, 61
American Can. Co.	6	Lister Blackstone, Inc.	34
American Marine Paint Co.	42	Los Angeles Smoking & Curing Co.	20
Auto Engine Works	60	Marathon Corporation	19
Bellingham Cold Storage Co.	21	Marine Construction & Design	58
Bendix-Pacific	36	Moffitt, Inc., Lucian Q.	59
Bentley-Markey, Inc.	20	Momoi Company	58
Bludworth Marine	39	Murphy Diesel Co.	32
Bornstein Seafoods, Inc.	21	Mustad & Son, O.	62
Bryant's Marina	29	Nagle Co., John	24
Canor Plarex Inc.	51	NC Marine	39
Carron Net Co., The	57	New England Fish Co.	55
Carruthers Co., E. H.	57	Nordby Supply Co.	36
Chrysler Corporation	28	Oceanic Sales Co.	55
Classified Advertising	41	Onan & Sons, Inc., D. W.	61
Columbia River Packers Assn., Inc.	54	Osco Motors Corporation	47
Columbian Bronze Corporation	34	Pacific Fishing & Trading Co.	41
Consolidated Net & Twine Co.	33	Pacific Telephone & Telegraph Co.	34
Continental Can Co. Inside front cover		Pacific Towboat & Salvage Co.	41
D'Acquisto & Sons	41	Peelers Company, The	16
Danforth Anchors	4	Power Transmission Products	48
DeFever, Arthur	61	Puget Sound Engineering, Inc.	38
Dooms Company, William O.	24	Rayola Company	21
Ederer Netting	61	San Diego Marine Construction Co.	61
Evinrude Division	48	San Juan Fishing & Packing Co.	56
Fairbanks, Morse & Co.	2	Shepherd Marine	44
Federal Propellers	58	Shore Line Diesel Maintenance	41
Fellows & Stewart	38	Southern California Trading Corp.	21
Fibreboard Paper Products Co.	9, 10	Sperry Gyroscope Co.	62
Forster Shipbuilding Co., Inc.	46	Standard Oil Company of California	31
Fortune Fisheries	22	Standard Steel Corporation	62
Freeman's, Doc	41	Starr Net Company, A.M.	33
Frohman & Sons, L. H.	60	Stay-Tite Products	57
Garrett Corporation, Air Cruisers Division	52	Stix, Inc., Robert L.	55
Gold Medal Netting	52	Superior Publishing Co.	58
Gray Marine Motor Co.	52	Tacoma Boat Building Co.	33
Griffith Rubber Mills	56	Texas Company, The	
Hanson, H. C.	61	Back cover	
Harbor Boat Building Co.	29	Tubbs Cordage Co.	50
Hiller, Paul W.	61	Vita Food Products, Inc.	21
International Paint Co. (California) Inc.	4	Wakefield's Deep Sea Trawlers, Inc.	22
Johnson Motors, Division of Outboard Marine Corp.	3	Washington Fish & Oyster Co., Inc.	14
Kelley-Clarke Co.	53	Waukesha Motor Co.	5
Kettenburg Boat Works	29	White & Sons, Inc., Wilfrid O.	34
Kurashiki Rayon Co. Inside back cover		Wilbur-Ellis Company	24
Koulouris & Casaretto Co.	22	Western Waxide Paper Division, Crown	
Lantz Co., Inc., A. R.	20	Zellerbach Corp.	25

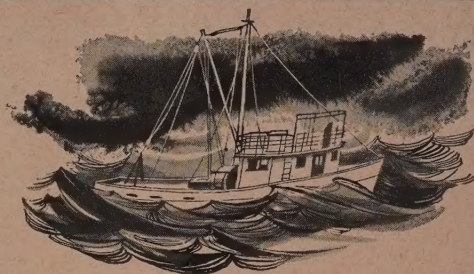
STANDARD OIL AND MEAL PLANTS

Bigger profits through STANDARD fish processing plants! STANDARD'S low temperature drying system assures more meal and higher protein. No scorching, no burning. Low moisture, low acid oil. Fish meal and oil plants... and fish cannery installations throughout the world.



STANDARD STEEL CORPORATION

5013 South Boyle Street, Los Angeles 58, Calif.



Save TIME, save FUEL on every trip

Sperry Magnetic Compass Pilot holds your boat on true course automatically. Takes you straight to your favorite fishing grounds and back again. Saves you time and fuel every time because it holds selected course with far greater accuracy than manual steering... even in heavy seas. At the grounds Remote Controller lets you move about ship to supervise the job yet still retain complete steering control. Call the nearest Sperry district office for details.

SPERRY

GYROSCOPE COMPANY

GREAT NECK, NEW YORK
DIVISION OF SPERRY RAND CORPORATION

BROOKLYN • CLEVELAND • NEW ORLEANS • LOS ANGELES • SAN FRANCISCO • SEATTLE
IN CANADA: SPERRY GYROSCOPE COMPANY OF CANADA, LIMITED, MONTREAL, QUEBEC

MUSTAD Key Brand FISH HOOKS

Actions speak much louder than words and so... when year after year—experienced fishermen—continue to “stick to” Mustad Key Brand Fish Hooks—there can be only one conclusion and this is that Mustad hooks ARE dependable.

O. MUSTAD & SON,

Established 1832

Oslo,

Norway

Sales Agents

H. L. BOWLDS & SON
2345 West 3rd St.
Los Angeles

H. L. BOWLDS & SON
17070 Hamlin Road
Seattle 55

9395
MUSTAD-HALIBUT

9510XXX
MUSTAD-SALMON

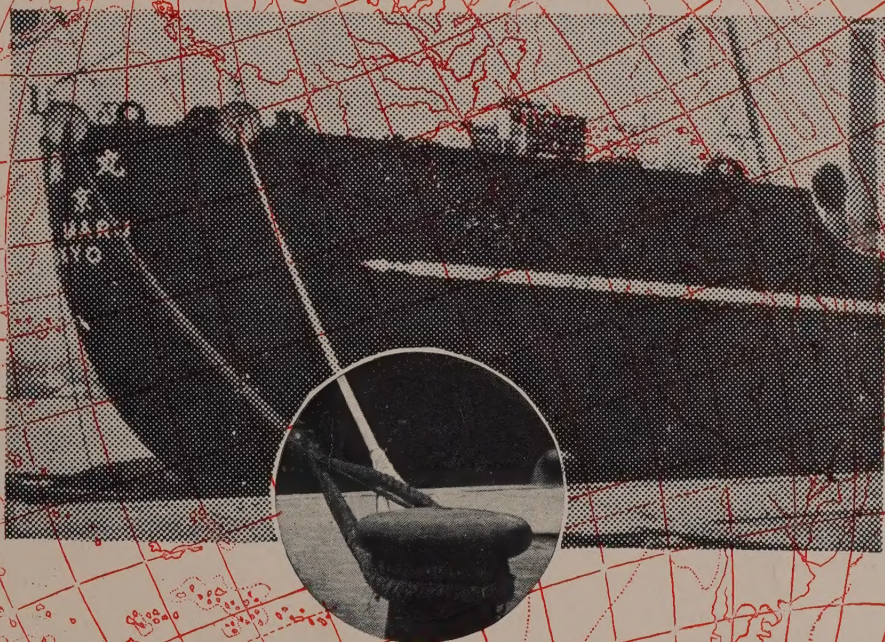
7897
MUSTAD-DOUBLE
I.P. ROUND

The Rope you can trust, *Manryo Rope!*

Manryo, a synthetic fibre of Japan origin is most suitable for industrial use.

Manryo Rope is a sister product of Manryo Netting and gaining popularity in fishing circles.

- a) Absolutely free from deterioration & decomposition.
- b) Strong, 30 to 40% tougher than ordinary Manila rope of the same standard.
- c) Light, lighter than ordinary Manila rope by 20%.
- d) Much easier to handle, & will save your labour & time.
- e) will not stiffen in water even in frigid winter.
- f) The lowest price of synthetic fibers.



The Manryo Rope, authorized by Japanese Marine Corporation, is being prevailed amongst all Japanese steam-ships.



Attention

Both "Manryo" Netting and Rope always bear this label—our trade mark.

KURASHIKI RAYON CO., LTD.

Head Office: 2, Umeda, Kita-ku, Osaka, Japan.

Cable Address: "KURARAY OSAKA"



"F/V METACOMET"
GLOUCESTER, MASS.
62 FT. DRAGGER
OWNED BY RUSS GRINNELL
TEXACO URSA OIL HD 30
ASSURES FULL-POWER EFFICIENCY



FOR THE FISHING INDUSTRY